

JOURNAL

OF THE

House of Assembly of Newfoundland.

IN THE 5th SESSION OF THE 16th GENERAL ASSEMBLY.



HOLDEN AT ST. JOHN'S, IN THE FIFTY-SIXTH YEAR OF THE
REIGN OF HER MAJESTY, QUEEN VICTORIA.

A. D., 1893.

APPENDED TO WHICH ARE THE SESSIONAL PAPERS.

SAINT JOHN'S, NEWFOUNDLAND:

PRINTED AT THE *EVENING TELEGRAM* OFFICE,

MDCCCXCIII.

JOURNAL

House of Assembly of Newfoundland

IN THE 50th Session of the Hon. General Assembly



PRINTED BY JAMES W. HARRIS, IN THE PRINTING OFFICE OF THE HOUSE OF ASSEMBLY, ST. JOHN'S, NEWFOUNDLAND.

1907

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PRINTED BY JAMES W. HARRIS, IN THE PRINTING OFFICE OF THE HOUSE OF ASSEMBLY, ST. JOHN'S, NEWFOUNDLAND.



PROCLAMATION.

T. O'BRIEN, Lt.-Col.,
Governor.
[L.S.]

*By His Excellency Lieut.-Colonel Sir J.
TERENCE N. O'BRIEN, Knight-Comman-
der 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.*

WHEREAS the General Assembly stands prorogued until Thursday the Thirteenth day of October instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday the Seventeenth day of November next ;

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday the Seventeenth day of November next, as aforesaid, of which all persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at the
Government House, St. John's, in
the aforesaid Island, this Eleventh
day of October, A.D., 1892.

By His Excellency's command,

R. BOND,
Colonial Secretary.

PROCLAMATIONS.



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T. O'BRIEN, Lt.-Col.
Governor.
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*By His Excellency Lieut.-Colonel Sir J.
TERENCE N. O'BRIEN, Knight-Comman-
der 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 De-
pendencies.*

WHEREAS the General Assembly stands prorogued until Thursday the Seventeenth day of November instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday the Fifteenth day of December next ;

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday the Fifteenth day of December next, as aforesaid, of which all persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at the
Government House, St. John's, in
the aforesaid Island, this Eleventh
day of November, A.D. 1892.

By His Excellency's command,

F. C. BURTEAU,
pro Colonial Secretary.

PROCLAMATIONS.



PROCLAMATION.

T. O'BRIEN, Lt.-Col.,
Governor
[L.S.]

*By His Excellency Lieut.-Colonel Sir. J.
TERENCE N. O'BRIEN, Knight-Comman-
der 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 De-
pendencies.*

WHEREAS the General Assembly stands prorogued until Thursday the Fifteenth day of December instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday the Nineteenth day of January next ;

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday the Nineteenth day of January next, as aforesaid, of which all persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal at the
Government House, St. John's, in
the aforesaid Island, this Twelfth
day of December, A.D., 1892.

By His Excellency's command,

R. BOND,
Colonial Secretary.

PROCLAMATIONS.



PROCLAMATION.

T. O'BRIEN, Lt.-Col.,
Governor.
[L.S.]

*By His Excellency Lieut.-Colonel Sir J.
TERENCE N. O'BRIEN, Knight-Comman-
der 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.*

WHEREAS the General Assembly stands prorogued until Thursday the Nineteenth day of January instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday the Ninth day of February next ;

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday the Ninth day of February next, as aforesaid, of which all persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at the
Government House, St. John's, in
the aforesaid Island, this Sixteenth
day of January, A.D. 1893.

By His Excellency's command,

R. BOND,

Colonial Secretary.

PROCLAMATIONS.



PROCLAMATION.

T. O'BRIEN, Lt.-Col.
Governor
[L.S.]

*By His Excellency Lieut.-Colonel Sir J.
TERENCE N. O'BRIEN, Knight-Comman-
der 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 De-
pendencies.*

WHEREAS the General Assembly stands prorogued until Thursday the Ninth day of February instant; and whereas I think fit to further prorogue the said General Assembly until Tuesday the Seventh day of March next;

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Tuesday the Seventh day of March next, as aforesaid, *then to meet for the despatch of business*; of which all persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at the
Government House, St. John's, in the
aforesaid Island, this Sixth day of
February, A.D. 1893.

By His Excellency's command,

R. BOND,
Colonial Secretary.

JOURNAL AND PROCEEDINGS

OF THE

FIFTH SESSION

OF THE

Sixteenth General Assembly of Newfoundland.

Tuesday, March 7th, 1893.

THE General Assembly having been prorogued until this day, by several Proclamations of His Excellency the Governor, which Proclamations are hereto affixed, the members thereof met in the Assembly Room.

By virtue of a Commission under the Great Seal of this Island, to the Honorables EDWARD DALTON SHEA, President of the Legislative Council, and ROBERT BOND, Colonial Secretary, which is as follows:—

“ T. O'BRIEN, Lt.-Col., *VICTORIA, by the Grace of GOD, of the*
Governor. *United Kingdom of Great Britain and*
[L.S.] *Ireland, Queen, Defender of the Faith.*

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:—

KNOW YE that we have appointed and by these presents do constitute and appoint the Honorables Edward Dalton Shea, President of the Legislative Council, and Robert Bond, Colonial Secretary, to be Commissioners, they or either of them to administer the oath of allegiance to Sir James S. Winter, K.C.M.G., who has been elected to serve in the General Assembly of our said Island for the Electoral District of

Burin, which said General Assembly has been appointed by Proclamation of our Governor of our said Island to be holden at St. John's on the seventh day of this instant month ; giving to them, or either of them, our said Commissioners, full power and authority to perform the matters hereinbefore mentioned ; ratifying and confirming all whatsoever they or either of them shall do or perform in this behalf, and thereof they or either of them are to make due return under their hands and seals unto our Governor of our said Island with these presents annexed.

Given under the Great Seal of our said Island of Newfoundland.

WITNESS, our trusty and well-beloved Lieut.-Colonel, Sir J. Terence N. O'Brien, Knight Commander 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 7th day of March, A.D., 1893, and in the 56th year of our Reign.

By His Excellency's command,

R. BOND, *Colonial Secretary.*

W. V. WHITEWAY, *H.M. Attorney General,*"

The said Commissioners came at the hour of half-past twelve of the clock, on this seventh day of March, into the Council Chamber, George Macness Johnson, Esquire, Clerk of the House of Assembly, as in duty bound attending, when Sir James S. Winter, K.C.M.G., returned member for the Electoral District of Burin, took and subscribed the oath of allegiance in the presence of the said Commissioners.

(A Message from His Excellency the Governor.)

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

Then Mr. Speaker and the House attended His Excellency in the Council Chamber, and, being returned to the Assembly Room, Mr. Speaker informed the House that, when in attendance on His Excel-

lency in the Council Chamber, His Excellency had been pleased to make a speech to both branches of the Legislature, of which, to prevent mistakes, he had procured a copy, which he read to the House as follows :—

*“Mr. President and Honourable Gentlemen of the Legislative Council :
Mr. Speaker and Gentlemen of the Honourable House of Assembly :*

I have summoned you for the despatch of business at a later period than is usual. This has been occasioned by the necessary occupancy of the Legislative Chambers by the Supreme Court and Crown Lands Department, consequent upon the late fire. The delay will, however, have afforded ample time for the preparation of public accounts and documents, and it is to be anticipated that the early presentation of the same will offset the delay referred to, and obviate an extended Session, which I appreciate would seriously interfere with your ordinary avocations.

It affords me very much pleasure to be in a position to congratulate you upon the energy and enterprise displayed by the citizens of St. John's since the month of July last.

It was with considerable misgivings that at the close of the late special session the hope was expressed that we might “speedily witness “ a return to that activity in business which has hitherto characterized “ this the capital of the Colony.” But I rejoice to observe that our most sanguine expectations have been more than realized. The vast area of charred and blackened desolation which at that time marked the former site of the principal portion of the city has given place to some six hundred houses of greatly improved architecture. The activity displayed in building has been phenomenal, considering the lateness of the season when the work was commenced and the severity of the weather that we have been experiencing for some months past. We can now confidently look forward to seeing St. John's restored to its former proportions.

The bounteous liberality of the people of Great Britain, the sister colonies, and the neighboring continent, doubtless stimulated our citizens to this effort, and I am sure that I am consulting the popular feeling in again expressing our deep sense of gratitude and obligation.

The staple industries of the colony have been successfully operated during the past year. The seal fishery was the largest for many years.

The shore codfishery showed an improvement upon the previous season, as also did the bank fishery for the smaller fleet engaged. The catch of cod on the Labrador, though less than that of last year, will compare favorably with that of former years.

Although the past summer was exceptionally dry, farmers had a fairly prosperous season. The hay crop was short in some localities, but the excellence of the root crops compensated to a large extent for this reduction.

The value and quantity of the various grades of copper ores and copper exported greatly exceeded that of the previous year. It is to be regretted that it has been found necessary to close the Little Bay Mine, owing to the great expense in raising the ore to the surface. I am advised, however, that rich deposits of copper have recently been discovered in the neighborhood of Little Bay, and it is hoped that a fresh impetus will be given to mining in that locality next summer.

It is pleasing to know that the asbestos mines of the West Coast will be worked with vigour during the present year.

When addressing you at the opening of the session, in February, 1892, I made casual reference to the discovery of the deposits of coal and iron ores in the vicinity of Grand Lake. The indications were such as to warrant my Government in causing further examination of the locality to be made, and I am gratified to be able to acquaint you that all the evidence obtained up to date relative to this central carboniferous area, goes to prove that at least one long trough of true coal measures, containing several seams of coal, extends in an almost straight line along the south shore of Grand Lake, covering, in a direct line, a distance of about fifteen miles.

The specimens of coal obtained this season are of much superior character to those previously procured, and, it is stated, come fully up to the average Cape Breton coal, while some appear to be of a much superior quality. You will be invited to make provision for obtaining the services of a specialist to further test these deposits by boring during the ensuing season.

The return of lumbering operations indicates a steady increase in this important industry. The export of timber was in excess of that of last year, while the manufacture for local consumption was largely augmented by the demand occasioned by the late city fire. There is evidence of its still greater development this year, for the present win-

ter has been entirely favourable for the conduct of this business, and an extensive local market is available for the whole output of the mills.

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

The Customs revenue for the year 1892 was largely ~~in~~ excess of the estimate. The accounts for the past and estimates for the ensuing fiscal year will be laid before you on an early date, and I am confident you will make all necessary provision for the demands of the public service.

Mr. President and Honourable Gentlemen of the Legislative Council :

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

My Government have considered it advisable that a portion of the surplus revenue should be devoted to the reduction of the floating debt of the colony, and with the balance it is considered that provision should be made for the establishment of an efficient fire department in this city, for the extension of telegraphic communication to such important settlements as are not at present within the circuit of the wires, and for the erection of harbor lights where absolutely necessary. The conclusions arrived at by my Government in this particular are such as must commend themselves to your judgment and approval.

The recommendation submitted to you last year for a preliminary survey of the country between the Exploits and Bay St. George has been acted upon, and my Government will be in a position to invite you to make provision for the building of a railway to the West Coast before the close of the present session.

The construction of our Northern Railway is progressing satisfactorily. A bi-weekly train is now being run between Gambo and Whitbourne, affording facilities for the transport of freight and mails from this city to all intermediate points. With the completion of the line to the Exploits, and the extension to the West Coast, the remote parts of the colony will be united. The intercourse already established between St. John's and the North is extensive, various, and mutually profitable, and it is considered that when intercourse is established between the interior west and the sea coast, it will form the great principle of our commercial prosperity.

My Government deem it desirable that lines of road to connect important outlying settlements with the northern railway should be immediately constructed, and surveys are now being made in Trinity and Bonavista Bays with that object in view.

I intimated last year that tenders had been invited for three steamers to ply upon the great northern bays, so as to bring all the important settlements in those bays into close communication with the railway. The tenders received were not such as my Government could accept; therefore such further steps as are deemed necessary will immediately be taken to secure suitable steamers for this service.

In the month of October last delegates from the Government of this colony and that of the Dominion of Canada met at Halifax to confer upon the question of the fisheries and other matters of difference between the two Governments. The minutes of the proceedings will be laid before you on an early date.

During the past summer extensive forest fires, followed by a severe storm in October, destroyed such an amount of public and private property as to demand the expenditure of a considerable sum of money.

The condition of the forests of this country and the wasteful manner in which their destruction is taking place give cause for serious apprehension. They are fast disappearing before destructive fires, and their extinction must eventually ensue, unless better methods than now prevail shall be adopted for their protection.

Their importance in relation to the growth and prosperity of the colony cannot be safely disregarded, and the attention of the Legislature is invited to the necessity of additional legislation to secure the preservation of the valuable forests still remaining.

In conclusion, I earnestly invoke such wise action on the part of the Legislature as will subserve the public good, and demonstrate its ability and inclination to promote the future prosperity of the colony."

Sir James S. Winter, the newly-elected member of Burin, took his seat accordingly.

On motion of the Hon. Colonial Secretary, it was ordered that a select committee be appointed to take into consideration the French Treaties Question, and that the same honourable members be now appointed as sat on the said committee appointed during the third session of this Assembly, namely, Mr. Speaker, Hon. Colonial Secretary, and Messrs. Tait, Morine, Carty, F. Morris and Fearn. It was ordered, on the like motion, that a message be sent to the Legislative Council, requesting that they will be pleased to appoint a committee to act conjointly with the said committee.

It was moved by Mr. Webber, seconded by Mr. Woodford, that an address of thanks be presented to His Excellency the Governor in reply to the gracious speech with which His Excellency has been pleased to open the present session of the Legislature, and that a select committee be appointed to draft and prepare the same.

Ordered accordingly, and that the following be the select committee: Mr. Webber, Mr. Woodford, Mr. Greene, Mr. Dawe, Mr. Murray.

A message was received from the Legislative Council, acquainting this House in reply to its message of this date, that the Council has re-appointed the select committee appointed last session to consider and report upon the French Treaties Question to confer with the committee of this House on the said matter.

The Surveyor General gave notice that, on to-morrow, he will ask leave to introduce a Bill for the prevention of seal killing on Sunday.

Mr. Murray gave notice that, on to-morrow, he will ask leave to introduce a Bill to regulate the business of fire insurance within this colony;

Also, that he will ask the Premier to lay on the table of this House all correspondence relative to the case of John A. Roberts, lately dismissed from the Rose Blanche light-house; also copy of any minutes of Council relative to this matter and copy of any depositions taken in the case.

Dr. Tait gave notice that, on to-morrow, he will move the appointment of a select committee on the printing, reporting, and contingencies of this House.

Mr. Morine gave notice that, on to-morrow, he will ask the Premier to lay on the table the report of the joint select committee of both Houses appointed last session, with power to sit out of session, to take evidence and report concerning "the conservation of the public interests in the harbour of St. Johns";

Also that, on to-morrow, he will ask the Receiver General to lay on the table of the House a comparative statement shewing the total amount received for Customs duties in each of the months of July, August, September, October, November, and December, in the years 1891 and 1892 respectively; and in the months of January and February of the years 1892 and 1893 respectively.

Mr. Webber gave notice that, on to-morrow, he will move the suspension of the rules of the House with regard to the address of thanks.

Mr. Morison gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the table of this House (1) copies of all correspondence which has passed between the Government and the Municipal Council from July, 1892, to date; (2) the accounts of the Municipal Council for the past year and the estimates for the current year;

Also, that he will ask the Hon. Receiver General to lay on the table (1) a statement of the amount expended by the Government on streets and other public works in the burnt district in St. John's from the 25th day of August, 1892, to the 31st day of December, 1892; (2) a statement of the amount awarded for compensation for street widening and improvement in the burnt district in St. John's from August 25, 1892, to December 31, 1892;

Also that, on to-morrow, he will move for an address to His Excellency the Governor, asking that he will be pleased to lay on the table of this House a report of the proceedings of the relief committee appointed to take charge of and distribute the funds contributed for sufferers by the fire of July 8 last, accompanied by a statement of the receipts and expenditures of said committee.

Mr. Morine gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay upon the table of the House copies of all accounts recommended by members of this House for payment out of the special grants of the districts they represent, and yet unpaid;

Also that, on to-morrow, he will ask leave to introduce a Bill to amend "The Election Act, 1888";

Also that, on to-morrow, he will move that, in the opinion of this House, it is expedient that the Government of this colony should at once communicate with the Government of Canada for the purpose of procuring legislation by the Parliament of Canada relative to the seal fishing industry in the Gulf of St. Lawrence and the Atlantic Ocean as nearly identical with the law of this colony as circumstances will permit and make desirable.

Then the House adjourned until to-morrow, Wednesday, at four of the clock in the afternoon.

Wednesday, March 8th, 1893.

The Hon. the Colonial Secretary presented the report of the joint select committee of both Houses of the Legislature on French Treaties Question which was ordered to be received, and which was read as follows:—

“Report of the Joint Select Committee of both Houses of the Legislature on French Treaties Question.

ST. JOHN'S, NEWFOUNDLAND,
March 8th, 1893.

The joint select committee of both Houses upon the French Treaties Question beg leave to lay before your Honorable House the following preliminary report:—

1.—They have had submitted to them, for their consideration, the correspondence hereto annexed, marked (A.)

- (a) Telegram from the Secretary of State for the Colonies to Governor O'Brien, dated February 7th, 1893.
- (b) Telegram from Governor O'Brien to Secretary of State for the Colonies, dated February 14th, 1893.
- (c) Telegram from Secretary of State to Governor O'Brien, dated February 16th, 1893.
- (d) Telegram from Governor O'Brien to Secretary of State for the Colonies, dated February 25th, 1893.

2.—The purport of that correspondence is as follows:—

- (a) Her Majesty's Government wish to know the intention of the Government and Legislature of this Colony as to permanent legislation to carry out treaty obligations—(telegram February 7th).
- (b) The Government reply that the Bill introduced last session was defeated by 23 to 8, and that the resolution adopted by the Assembly on May 14th, 1892, indicates the proposed action of the Assembly—(telegram, February 14).
- (c) Her Majesty's Government consider permanent legislation absolutely necessary. French Government will not negotiate for purposes indicated by Assembly's resolution of May 14th till arbitration completed. If Legislature will not fulfil the pledges given by the delegates, Her

Majesty's Government will introduce legislation into Parliament. Hope expressed the Government of colony will introduce and press a satisfactory permanent measure during this session. The draft of such a Bill must be arranged with Her Majesty's Government—(telegram, February 16th).

(d) The Government reply that matters now before joint select committee, which will report when Legislature meets. Meantime Government cannot move—(telegram, February 25th).

3.—Your committee find, by reference to minutes of both Houses, that in May, 1891, the following resolution was adopted :—

'Resolved—That this Legislature will adopt such legislation as may be necessary to carry into effect the proposals made to Imperial Government and Parliament by the delegates.'

4.—By reference to the correspondence and documents then before the Legislature, the committee find that the delegates made the following proposals in reference to legislation of a continuing character :—

(a) That it should provide for the creation of a Court to adjudicate upon complaints arising in the course of the enforcement of the treaties and the award of the proposed arbitration upon the lobster question, the Judges of which Court should be appointed by the Government of the Colony, with the approval of Her Majesty in Council, and from whose judgments there should be a right of appeal to the Supreme Court of this Colony, and thence to the judicial committee of the Privy Council.

(b) That compensation should be provided for those persons, if any, whose property might be injured or disturbed in consequence of the enforcement of the award of the arbitration ; provided it were found impossible to abandon arbitration altogether. (See letter of delegates to Secretary of State for Colonies, dated May 1st, 1891.)

5.—That the proposals made by the delegates were understood by Her Majesty's Government to be as above set forth is proven by the

language of Lord Salisbury in the House of Lords on Friday, May 29th, 1891, when he said :—

‘ The information we have received from the delegates is that if by that time Her Majesty’s Government ~~should~~ be agreed upon legislation with respect to the tribunals by which the treaties are to be enforced, *and compensation due to persons who may suffer under them*, then in that case the Newfoundland Legislature will give permanence to the provision which we understand they have now adopted until the end of 1893.’

6.—In further proof that the proposals of the delegates were understood by Her Majesty’s Government to be as above set forth, we draw attention to the fact that the first Draft Bill discussed between the delegates and Her Majesty’s Government (hereto annexed and marked B) contained provisions for the appointment of Judges by the Government of Newfoundland, and for an appeal to the Supreme Court and the Privy Council.

7.—The committee find that the Bill introduced into the House of Assembly last session by the request of Her Majesty’s Government, and refused a second reading after a protracted debate, did not contain any provisions for the appointment of Judges by the Government of this Colony, or for the compensation of persons who might suffer damage in consequence of the award of the arbitration ; that it was not, therefore, in accord with the proposals made by the delegates and ratified by both Houses of the Legislature ; and consequently that the Legislature was not in any manner bound to its enactment.

8.—The provisions of the Bill submitted to the Legislature last session (hereto annexed, marked C) were an absolute departure from the basis of the Act which the Legislature understood it would be called upon to enact. The tribunal contemplated by the delegates and the Legislature was one which would hear and determine any complaint which the aggrieved party might consider necessary to bring before the Court, for the infringement of or interference with the fishery rights of the complainant, whoever he might be. Instead of such a Court the proposed Bill only provided :—

“ Where a naval officer, holding the instructions of Her Majesty the Queen, given through the Commissioners of the Admiralty, for fulfilling the French Treaties and arbitration

award, thinks it necessary to take any action against any persons or their property for carrying into effect or enforcing the said treaties or award, or of maintaining peace and good order among the persons engaged in the fisheries on the treaty coast and waters, he shall bring the matter before the Judicial Commission Court, and before taking any action obtain a judgment of the Court directing such action " (section 2.)

It will be observed that the right of complaint and initial procedure is restricted to the naval officer, and then only "when he thinks it necessary to take any action against any persons or their property," etc. The result of this would be to legalize an authority heretofore usurped by naval officers, and practically to abolish any redress to the subject. And when, in connection with the limited rights of the subject under section 2, the extraordinary and unheard of powers conferred by sub-section 2 of section 6 on naval officers are considered, your committee are of opinion that naval officers are, by this Act, given more absolute control than has hitherto been attempted to be assumed by the most arbitrary of them.

We view with alarm the creation of a dual authority such as is indicated by section 1, by which commissioners with unknown powers are to be appointed, and then (sub-section 2 of section 1) constituted a Commission Court with powers subject only to the review of the Privy Council. But even this right of appeal is subject to restrictions now unknown, and to be subsequently defined. Your committee see no valid reason why these appeals should not be governed by the ordinary rules regulating appeals to and from the superior tribunals of Her Majesty's colonies. The refusal of Her Majesty's Government to assure the delegates that the commissioners would be lawyers of training and standing, and the want of that assurance in the proposed Bill, indicate that these commissioners are likely to be the naval officers commanding cruizers in the treaty waters.

9.—Though the obligations of the treaties, while they continue to exist, must be enforced, and though the conditions existing on the coasts to which they apply may make special Courts seem desirable, the existence of any good and sufficient reason for departing from the principles and procedure which ordinarily govern Courts in the administration of British laws cannot be admitted. The delegates stipulated, therefore, that the Judges of the Special Courts charged with the en-

forcement of the treaties should be appointed in the same manner as the Judges of our Supreme Court, and that the right of appeal should be granted,—(See delegates' letter of May 1, 1891). Mindful, too, of the fact that the lobster factories upon the coasts over which the French have rights were permitted to be erected, and to be operated, while British naval officers were professedly enforcing treaty rights on that coast, under the instructions of Her Majesty's Government, and of the other fact that the negotiations for arbitration upon the right to catch and pack lobsters were commenced and concluded in opposition to the protests of this colony, the delegates conditioned that provisions for the purpose of affording compensation to the owners of factories should be inserted in any measure legalizing the award of the arbitrators—(see delegates' letter of May 1st, 1891). Your committee are of opinion that the Legislature should never consent to any legislation which does not accord the right to appoint the Judges of the Special Courts, and provide for compensation for damages consequent upon the award, in the manner proposed by the delegates.

10.—It is evident that the delegates in making their proposals, and the Legislature in pledging itself to support them, were mindful of the duty of protecting the French in the exercise of their treaty rights in the waters and on the coasts of Newfoundland so long as those rights continued to exist. But neither delegates nor Legislature had any thought of abandoning or abating the demand for the abrogation of those treaties altogether, either by purchase, exchange, or otherwise, at the earliest possible opportunity. Those treaties have become odious through the changed conditions of the region to which they apply, and it is, and ever must be, the patriotic aspiration of the people of this colony to have its soil and its waters free from every foreign claim. Your committee think, therefore, that the Legislature, when notifying Her Majesty's Government of its readiness to fulfil the proposals of the delegates, should make it plain that, as the treaties were made in the interests not of this colony, but of the Empire at large, it was for the Empire's honor and advantage that proposals were made by the delegates, and will be fulfilled by the Legislature, and that the colony will expect to be rewarded in due time by the entire abrogation of the treaties, at the expense of that Empire on whose behalf they were made and enforced.

11.—Your committee recommend that His Excellency the Governor be requested to transmit by wire the accompanying Despatch

(hereto annexed and marked D) to the Secretary of State for the Colonies, in reply to his telegram of February 16th, intimating that the Legislature abides by its promise to carry out the pledges of the delegates when a Bill is agreed upon which shall contain the provisions as to Courts and compensation as stipulated by the delegates, a draft of which Bill the Legislature is prepared to forthwith arrange with Her Majesty's Government; and protesting against Imperial legislation before such a Bill is agreed upon for submission to this Legislature as a breach of a well-understood agreement between the delegates and Her Majesty's Government.

12.—The permanent legislation asked for is desired not alone for the purpose of enforcing the treaties relative to that portion of Newfoundland on the coasts of which the French have certain fishery rights, but also for the enforcement of the award of an arbitration relative to the lobster question agreed upon between Her Majesty's Government and the Government of France. From the outset such a piecemeal arbitration has been opposed by and on behalf of the colony, and the agreement between the Governments of France and Great Britain relative to it was made not only without its consent, but in despite of the well-known and frequently-expressed opposition of the Legislature and Government of this colony. The chief ground of objection has been that no arbitration should be consented to that did not include all the questions concerning this colony at issue between the two nations, more particularly the manner in which the French exercise and exceed their rights in the Islands of St. Pierre and Miquelon. The correspondence proves that the delegates frequently expressed to Her Majesty's Government the desire of the colony for "an unconditional arbitration upon all points that either party can raise under the treaties and declarations," and especially urged that the questions relating to St. Pierre and Miquelon should be included in the subjects to be passed upon by the proposed arbitration in Paris. Your committee conceive the protest against any piecemeal arbitration to be an expression of the sentiment of the entire Legislature, and recommend that an address to Her Majesty-in-Council should be adopted, praying that the proposed arbitration should not be allowed to proceed unless and until its scope is so enlarged as to make it obligatory upon the arbitrators to decide upon all questions arising under the treaty and other obligations or at least to include the manner in which the French exercise and exceed their rights in St. Pierre and Miquelon.

13.—St. Pierre and Miquelon have long been the centre for smuggling operations, to the detriment of this colony and the Dominion of Canada, and the manner in which they are at present used is a menace to the good government of the adjacent countries. All requests for the appointment of a British Consul at St. Pierre have been heretofore peremptorily refused, and this colony has therefore not been able to adequately protect itself from the practices carried on with and from the aforesaid islands.

The committee understand that a joint application has been made by Canada and this colony for the appointment of a British Consul and assistant Consul at St. Pierre, and are of opinion that Her Majesty's Government should treat the concession by the Government of France of the right to make such appointments as a condition precedent to any further progress with the proposed arbitration.

14.—In view of all the circumstances, your committee recommend that the Legislature adopt an address to Her Majesty in Council, drawing her attention to the fact that the Assembly, on the 14th of May last, resolved that it would, under certain conditions, extend until the end of 1895 the Act now legalizing the enforcement of the treaties and *modus vivendi* with France, and praying that Her Majesty's ministers will not introduce into Parliament any legislation for the purpose of legalizing any arbitration not including all questions at issue under the treaties, or at least that relative to St. Pierre and Miquelon, and pledging the Legislature, in case such an extended arbitration is agreed upon, to the adoption of permanent legislation, provided it includes provisions for the creation of Courts and compensation as stipulated for by the delegates.

R. BOND, *Chairman*,
PHILIP CLEARY,
M. MONROE,
G. T. RENDELL,
GEO. SKELTON,
GEO. H. EMERSON,
M. H. CARTY,
A. B. MORINE,
J. SINCLAIR TAIT,
FRANK MORRIS,
G. C. FEARN.

APPENDIX A.

[COPY.]

(Telegram from the Secretary of State for the Colonies, to Governor O'Brien, 7th February, 1893.)

It is necessary that Her Majesty's Government should know as soon as possible intentions of your ministers and Legislature as to permanent legislation to enable Her Majesty to carry out treaty obligations. Telegraph reply.

[COPY.]

(From Governor O'Brien to Secretary of State, February 14th, 1893.)

I am requested by my ministers with reference to your telegram of 7th February, to transmit the following minute of the committee of the Executive Council: "Treaties Bill introduced by Sir W. Whiteway into House of Assembly in session of 1892 was defeated by 23 to 8, two members of the Executive only supported the Bill, Mr. Harvey and Sir W. Whiteway. My responsible advisers call the attention of the Secretary of State for the Colonies to the resolution of the 14th May last, transmitted in telegram of 17th May, as indicating proposed action of the House of Assembly." Legislature meets 7th March.

[COPY.]

(Telegram from Secretary of State to Governor O'Brien, 16th February, 1893.)

Referring to your telegram of 14th February, permanent legislation absolutely necessary to enable arbitration to proceed. French Government would not enter into negotiations for purpose indicated by

resolutions of Legislature till after arbitration. If Houses of Legislature will not fulfil pledges given by delegates on their behalf, Her Majesty's Government will have no alternative but to introduce Imperial legislation; consequently we hope that your ministers will be prepared to introduce and press legislation of satisfactory permanent measure during next session; draft must be arranged with Her Majesty's Government. Telegraph reply.

[COPY.]

(Telegram from Governor O'Brien to the Principal Secretary of State for the Colonies, 25th February, 1893.)

Referring to your telegram of 16th February, matter is now before select committee referred to in my telegram of 17th May, whose report will be submitted to the Houses of Legislature meeting 7th March. Till then my responsible advisers feel they cannot move.

APPENDIX B.

A BILL.

[DRAFT.]

Entitled, etc.

(Recite the Treaties, Declarations and Agreement for Arbitration.)

Whereas it is necessary that tribunals should be established on the Treaty Coast of Newfoundland as referred to in the said treaties, declarations, and agreement for the purpose of adjudicating upon all questions arising from time to time as between the persons fishing and curing their fish upon the said coast;

Be it enacted by the Governor, Legislative Council, and House of Assembly, in Legislative Session convened :

1.—That it shall and may be lawful for the Government of Newfoundland, by and with the approval of Her Majesty, to appoint Judges, either stationary or itinerant, upon the said Treaty Coast to hold Court as occasion may require to determine all questions arising between persons fishing and curing or drying their fish upon the said coast.

2.—That all such questions as aforesaid shall be heard and determined in a summary manner before the Court without a jury.

3.—That the said Judges shall have power to make such rules as may be deemed necessary for the forms and procedure of the Court, which rules shall, after having been approved of by Her Majesty in Council and published in the *Royal Gazette*, be legal and binding as if embodied herein.

4.—That the judgments, orders and decrees of the said Courts shall be executed by officials to be appointed as occasion may require by the Government of Newfoundland, subject to the approval of Her Majesty.

5.—When any party shall consider himself aggrieved by the adjudication, &c

[Right of appeal to the Supreme Court of Newfoundland and from thence to the Privy Council.]

6.—No judgment or decree of the said Court shall be questioned for want of form.

7.—This Act shall be cited as, &c., &c.

APPENDIX C.

A BILL

To provide for carrying into effect Her Majesty's Engagements with France respecting the Fisheries off the Coast of Newfoundland, and for the Judicial Determination of Questions arising with reference thereto.

WHEREAS the engagements between Great Britain and France re-

lating to the Newfoundland fisheries rests upon the treaties, declarations and agreements hereinafter mentioned :

* * * * *

And whereas it is expedient that permanent arrangements should be made, both for the legal enforcement of the provisions of ~~the~~ French treaties, and of the arbitration award, and also for the decision of questions which may from time to time arise under those provisions upon the treaty coast and waters.

Be it therefore enacted by the Governor and Legislative Council and House of Assembly in Legislative Session convened, as follows:—

1.—(1.) Her Majesty the Queen may from time to time, by instrument under Her Royal Sign Manual and Signet, appoint Judicial Commissioners for the treaty coast and waters, and every Commissioner so appointed shall receive from the Governor a commission for the purposes of this Act.

(2.) There shall be a superior court of record, called the Judicial Commission Court, and the said Judicial Commissioners shall be Judges of that Court.

2.—(1.) Where a naval officer holding the instructions of her Majesty the Queen, given through the Commissioners of the Admiralty for fulfilling the French treaties and arbitration award, thinks it necessary to take any action against any persons or their property for the purpose of carrying into effect or enforcing the said treaties or award, or of maintaining peace and good order among the persons engaged in the fisheries on the treaty coast and waters, shall bring the matter before the Judicial Commission Court, and, before taking any action, obtain a judgment of the Court directing such action.

(2.) Any person aggrieved by any act of a naval officer holding such instructions as aforesaid may bring the matter before the Judicial Commission Court.

(3.) The Judicial Commission Court shall try every case in a summary manner, and decide it in accordance with the French treaties and arbitration award, and give such judgment as appears necessary for carrying into effect the decision so as to secure the due observance of the said treaties and award.

3.—(1.) A judgment of the Court may impose a fine, not exceeding five hundred dollars, grant an injunction mandatory or otherwise,

award damages or costs, direct a sale, and give any other order or direction which appears to the Court necessary for carrying into full effect the judgment of the Court, or for the execution of the French treaties or arbitration award.

(2.) A judgment of the Judicial Commission Court shall have full effect and may be executed, whether on land or at sea, by any naval officer, or by any civil officer who executes the judgment of the Supreme Court, or of a stipendiary magistrate.

4.—(1.) Subject to any rules from time to time made by Her Majesty the Queen, and countersigned by one of Her Majesty's Principal Secretaries of State—

(a) Sittings of the Judicial Commission Court shall be held at such times and places, and either by one or more of the Commissioners as occasion appears to require, and that simultaneously or at different times, and at certain fixed places, or at different places where a Commissioner may be, and either on board ship or on land; and

(b) The jurisdiction of the Court may be exercised by one Commissioner; and

(c) The Court may, where it deems it expedient, summon any persons having local knowledge and experience to sit with the Court as assessors; and

(d) The Court may, from time to time, appoint such officers as appear to the Court necessary, and remove such officers.

5.—(1.) There shall not, save as hereinafter mentioned, be any appeal from any judgment of the Judicial Commission Court in any case connected with the French treaties or arbitration award, nor shall the Court be liable in any such case to be restrained or interfered with in the exercise of their jurisdiction under this Act, whether by a prohibition, mandamus, certiorari, or otherwise; and any judgment, or other proceeding of the Court, shall not be deemed void by reason only of any formal defect;

(2.) Provided that—

(a) Nothing in this Act shall impair the right of appeal to Her Majesty the Queen in Council, in accordance with such regulations as Her Majesty in Council may make; and

(b) If any party to a case determined by one Judicial Commissioner requires the case to be reheard before a Court composed of more than one Commissioner, the case shall be so reheard.

(3.) Provided further, that an appeal or rehearing under sub-section 2 of this section shall not operate as a stay of execution.

6.—(1.) The Judicial Commission Court shall, for the purposes of this Act, have the same jurisdiction and power of summoning and enforcing the attendance of parties and witnesses, of administering an oath, of protecting and enforcing respect for the Court, enforcing their judgment or summons, and otherwise, as the Supreme Court, or (as the case requires) any Stipendiary Magistrate.

(2.) A naval officer shall have power with a view to any proceeding in the Judicial Commission Court, to take and bring before the Court any person, or vessel or boat, or any tackle, equipment or nets, and for that purpose, and for the purpose of the execution of any judgment of the Court, shall have the authority and be entitled to the immunities given by law to any sheriff, bailiff, tipstaff, constable or officer executing a warrant or judgment of the Supreme Court, or (as the case requires) any Stipendiary Magistrate.

7.—(1.) The Judicial Commission Court may, from time to time, with the approval of Her Majesty the Queen, signified under the hand of one of Her Majesty's Principal Secretaries of State, make, revoke, and vary rules regulating the procedure, payment of assessors, practice, fees and costs, in matters under this Act, and providing for the reception of depositions in evidence, and such rules shall be published in the *Royal Gazette*, and while in force shall be binding as if enacted in this Act.

(2.) All such fees, and also all fines imposed by the Court, shall be paid, accounted for, and applied as directed by the rules, and subject to any such direction shall be applied in aid of the expenses of the Court and the officers thereof, and so far as not required for that purpose shall be applied as part of the revenue of Newfoundland.

8.—(1.) Nothing in this Act shall apply to any matter arising otherwise than in relation to the French treaties and arbitration award.

(2.) The jurisdiction and powers conferred by this Act shall be in addition to, and not in derogation of, any jurisdiction and powers of Her

Majesty the Queen, or officers acting under her orders, or of the Governor, or any Court, magistrate, or officer of Newfoundland.

9.—In his Act, unless the context otherwise requires—

The expression “Naval officer” means any officer, commissioned and in full pay, of one of Her Majesty’s ships.

The expression “judgment” includes a decree or order.

The expression “French treaties” means the engagements between Great Britain and France recited in this Act, and includes any future agreement for a continuation (pending the arbitration) of the *modus vivendi* of 1890.

The expression “arbitration award” means any award made in pursuance of the arbitration agreement recited in this Act.

The expression “treaty coast and waters”, means such portion of the coast of Newfoundland as is mentioned in the above-recited treaty of Versailles, of the third day of September, one thousand seven hundred and eighty-three, and such of the waters adjoining that portion of the coast as are within Her Majesty’s jurisdiction.

Words importing the masculine gender shall include females, and words in the singular shall include the plural, and words in the plural shall include the singular.

10.—The Newfoundland French Treaties Act of 1891 is hereby repealed.

11.—This Act shall come into operation on such day as may be notified by the Governor by proclamation, and may be cited as the “Fishery Treaties Act, 1892.”

APPENDIX D.

Despatch Proposed to be Telegraphed.

Houses of Legislature unwilling it should be considered there was ever any intention on their part to repudiate proposals made by delegates; Bill rejected last year was not in accord with those proposals, and did not contain principles agreed upon by delegates and Her Majesty’s

Government. In reply to your despatch February 16th, both Houses beg to intimate their readiness, in interests of Empire, to enact legislation fulfilling proposal by delegates, and to agree with Her Majesty's Government upon draft of measure for that purpose. They regard it as essential that such legislation should provide for Courts and compensation as proposed in delegates' letter May 1, 1891, and referred to by Lord Salisbury in Lords May 29th, 1891. Legislature most earnestly protests against Imperial legislation for enforcement treaties and award of arbitratton which does not contain provision for compensation, and for Courts constituted as agreed upon by Her Majesty's Government and delegates from this Colony. Partial arbitration now pending was agreed upon in opposition Colony's repeated protests. Legislature earnestly desires that arbitration should not proceed unless scope extended so as to include all questions arising under treaties, or at least French use of St. Pierre and Miquelon. Legislature urgently requests that, while negotiations for extension arbitration, and joint application Canada and this Colony for British Consul, are pending, the arbitration regarding lobster question shall not be proceeded with. A measure extending till end 1895 present Act for enforcing treaties and *modus vivendi* will be enacted if Her Majesty's Government desire it, pending result negotiations. Report joint select committee and address by both Houses will be forthwith sent by mail."

Hon. Colonial Secretary gave notice that, on to-morrow, he will move the House into committee of the whole to consider the said report.

His Honor the Speaker informed the House that he had received a communication from Mr. Joseph Boyd, late Sergeant-at-Arms, asking leave to resign his position as Sergeant-at-Arms of this House, which communication is dated November 4, 1892.

The Hon. the Premier gave notice that, on to-morrow, he will move the appointment of a Sergeant-at-Arms in the room of Joseph Boyd, Esquire, resigned.

Ordered that the following gentlemen be a select committee on contingencies, printing, and reporting, for the present session: Dr. Tait, and Messrs. Clift, Webber, Carty, Greene, Murray, and Hallaren.

On motion of Mr. Webber, it was ordered that the rules of the House be suspended in reference to the consideration of the address of thanks.

The following Bills were read a first time, and it was ordered that they stand for second reading to-morrow :—

On motion of Hon. Surveyor General, a Bill for the prevention of seal-killing on Sunday ;

On motion of Mr. Murray, a Bill to regulate the business of fire insurance within this colony.

On motion of Mr. Morine, a Bill to amend the " Election Act, 1889."

On motion of Mr. Morison, it was ordered that an address do pass and be presented to His Excellency the Governor by such members of this House as are of His Excellency's Executive Council, requesting that His Excellency will be pleased to cause to be laid upon the table of this House a report of the proceedings of the relief committee appointed to take charge of and distribute the funds contributed for sufferers by the fire of July 8th last, accompanied by a statement of the receipts and expenditures of the said committee.

It was moved by Mr. Morine, seconded by Mr. Rolls, that in the opinion of this House it is expedient that the Government of this colony should at once communicate with the Government of Canada for the purpose of procuring legislation by the Parliament of Canada relative to the seal-fishing industry in the Gulf of St. Lawrence and in the Atlantic Ocean, as nearly identical with the law of this Colony as circumstances will permit and make desirable ; and the question being put, it passed in the affirmative.

Then the House adjourned until to-morrow, Thursday, at four of the clock in the afternoon.

Thursday, March 9th, 1893.

Mr. Webber, from select committee upon address of thaks, presented their report (with draft of address annexed).

The said address was read a first and a second time, and it was ordered that the same be committed to committee of the whole to-morrow.

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

chairman of the present joint French Shore committee (Mr. Bond) on what date or dates the meetings of that committee actually took place, and to lay on the table of this House copy of the minutes of proceedings of the said committee ;

Also, that he will ask the Hon. the Premier if it is the intention of the Government to introduce a Bill during the present session to amend the Education Act of last session in relation to teachers' pension scheme ;

Also, to ask leave to introduce a Bill to amend the Education Act, 1892.

On motion of Hon. Colonial Secretary, seconded by Mr. Morine, the House resolved itself into committee of the whole to consider the report of the joint select committee on the French Shore question.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred, had made some progress, and asked leave to sit again.

Ordered that the report be received and that the committee have leave to sit again to-morrow and that the same stand first on the order of the day.

On motion of the Hon. the Premier, it was ordered that Mr. Henry Earle be appointed Sergeant-at-Arms of this House.

Ordered that the following be deferred :—

Second reading of Bill for prevention of seal killing on Sunday ;

Second reading of Bill to regulate the business of fire insurance in the Colony.

The Bill to amend the Election Act, 1889, was read a second time, and it was ordered that the same be committed to committee of the whole to-morrow.

Sir James S. Winter gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary whether the appointment of the commission of enquiry into claims for losses sustained by the fishermen of St. George's Bay in the years 1889, 1890, and 1891 through the misconduct of French fishermen, the interference of French officers, and other causes,

the report of which commission was laid upon the table of this House on the 6th April last, was made at the instance or request of the Imperial Government, and if so, to lay upon the table of the House a copy of the correspondence with Imperial Government leading up to the appointment of that commission ; and also whether the report of that commission has been forwarded to Her Majesty's Government or other action taken by the Colonial Government with a view to obtaining from H. M. Government or the Government of France compensation for the losses which appear from this report to have been sustained ; or, if the appointment of the said commission was not at the instance or request of the Imperial Government, whether the Government of the Colony intend to take any and, if so, what action, in the matter of such compensation ;

Also that, on to-morrow, he will ask the Hon. Colonial Secretary whether telegraph messages signed by the Attorney General and sent to William Young, Bonne Bay, ——— Wilson, Bonne Bay, and others, in the month of March, 1891, in the following words : " Get license from Somerville—go ahead," or to that effect, in reply to messages or letters from them enquiring whether they would be permitted to take lobsters and operate lobster factories during the season of 1891 upon the French treaty coast, were sent by the authority of the Government, and if so, to lay upon the table of the House a copy of the said telegram and of the letters or telegrams to which the said telegram were in reply. Also, whether any claim has been made upon the Government for compensation by any of the said parties on the ground that they had commenced the prosecution of the lobster business upon the faith of the assurance conveyed by the said telegram and were afterwards interfered with by the officers of H. M. ships, and if so, whether the Government have taken or intend to take any, and if so, what action upon the said claim or claims, and to lay upon the table of the House copies of all correspondence in relation to said claims ;

Also that, on to-morrow, he will ask the Hon. the Colonial Secretary to lay upon the table of the House a statement of the amounts for which authority has been given on executive responsibility for expenditures in the district of Burin since the 30th June last, the purposes for which the expenditures were authorized, and the names of the commissioners or parties to whom such authority was given ;

— Also, that he will ask the Hon. Colonial Secretary if any petition or petitions have been received from the inhabitants of Mortier Bay or other places in the district of Burin praying for grants for roads or other

public works since the month of November last, and also a statement of the amounts, if any, of expenditures which have been authorized by the Executive Government in answer to such petitions, and the names of the commissioners or persons to whom the authority has been given ;

Also that, on to-morrow, he will ask the Chairman of the Board of Works to lay upon the table of the House a statement shewing in detail the several amounts for which authority has been issued since the 30th June last for expenditures in the district of Burin upon main lines of road, piers, breakwaters, public wharves, and other public works, the names of the commissioners or other persons to whom such authority or instructions were given respectively, and setting forth whether such expenditures were authorized under and, if so what, Act, or upon the responsibility of the Executive Government ;

Also that, on to-morrow, he will ask the Hon. Colonial Secretary whether a telegraph message sent to Burin in the month of November last, signed by the acting Attorney General, stating that any undertaking given by Dr. Tait, the hon. member for the district, in relation to public works in Burin or Mortier Bay would be carried out by the Government, was sent by the authority of the Government ;

Also, whether a telegraphic message sent to St. Lawrence, in the district of Burin, in the month of November last, signed by the acting Attorney General, stating that any legislation promised by Dr. Tait in relation to the use of bultows would be enacted by the Legislature, was sent by the authority of the Government, and if so, whether the Government intend to introduce any such legislation as was referred to in the said telegram.

Then the House adjourned until to-morrow, at four of the clock in the afternoon.

Friday, March 10th, 1893.

The House resolved itself into committee of the whole on report of oint select committee on the French Treaties question

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred and had adopted, without amendment, the report of the joint select committee.

Ordered that the report be received.

On motion that the said report be adopted, it was moved by Mr. Murray, seconded by Mr. Webber, that appendix D to the said report of the joint select committee be struck out and the following substituted therefor :—

“ That the Legislature of this Colony are unwilling to pass any local Act further relating to the administration of the affairs of the Treaty Shore, and reserves all its rights as a Colony subject to such action as Her Majesty’s Government may see fit to undertake on its own responsibility.”

The amendment being put, the House divided thereon, when there appeared for the amendment two, viz., Mr. Murray and Mr. Murphy, and against the amendment twenty, viz., Hon. the Premier, Hon. Colonial Secretary, Hon. Surveyor General, Hon. E. P. Morris, Messrs. Webber, White, Duff, Whiteley, Clift, McGrath, F. Morris, Tait, Greene, Carty, Rolls, Morine, Morison, Munn, Shea, Sir James S. Winter. So it passed in the negative.

The question that the said report be adopted being then put, the House divided thereon, when there appeared in the affirmative seventeen, namely, Hon. Colonial Secretary, Hon. Surveyor General, Hon. E. P. Morris, Messrs. White, Whiteley, Clift, McGrath, F. Morris, Tait, Greene, Carty, Rolls, Morine, Morison, Munn, Shea, Sir J. S. Winter, and in the negative five, namely, Hon. the Premier, and Messrs. Murphy, Webber, Duff, and Murray.

So it passed in the affirmative and was ordered accordingly.

(For report, see pages 9-23, inclusive.)

And the House having sat after midnight,

Saturday, March 11th, 1893.

On motion of the Hon. the Colonial Secretary it was ordered that the following addresses be adopted and that a message be sent to the Legislative Council requesting their concurrence :—

*“To His Excellency Sir J. TERENCE N. O'BRIEN,
Lieut.-Colonel, Knight-Commander of the
Most Distinguished Order of St. Michael
and St. George, Governor and Commander-
in-Chief in and over the Island of New-
foundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The Legislative Council and the House of Assembly request that your Excellency will be pleased to cause to be transmitted to Her Majesty's Secretary of State for the Colonies the following despatch, in reply to the telegrams of February the 16th, from Her Majesty's Secretary of State to your Excellency, namely :

“ Houses of Legislature unwilling it should be considered there was ever any intention on their part to repudiate proposals made by delegates; Bill rejected last year was not in accord with those proposals, and did not contain principles agreed upon by delegates and Her Majesty's Government. In reply to your despatch February 16th, both Houses beg to intimate their readiness, in interests of Empire, to enact legislation fulfilling proposals by delegates, and to agree with Her Majesty's Government upon draft of measure for that purpose. They regard it as essential that such legislation should provide for Courts and compensation as proposed in delegates' letter May 1, 1891, and referred to by Lord Salisbury in Lords May 29th, 1891. Legislature most earnestly protests against Imperial legislation for enforcement treaties and award of arbitration which does not contain provision for compensation, and for Courts constituted as agreed upon by Her Majesty's Government and delegates from this Colony. Partial arbitration now pending was agreed upon in opposition Colony's repeated protests. Legislature earnestly desires that arbitration should not proceed unless scope extended so as to include all questions arising under treaties, or at least French use St. Pierre and Miquelon. Legislature urgently requests that, while negotiations for extension arbitration, and joint application Canada and

this Colony for British consul, are pending, the arbitration regarding lobster question shall not be proceeded with. A measure extending till end 1895 present Act for enforcing treaties and *modus vivendi* will be enacted if Her Majesty's Government desire it, pending result negotiations. Report joint select committee and address by both Houses will be forthwith sent by mail."

*"To His Excellency Sir J. TERENCE N. O'BRIEN,
Lieut.-Colonel, Knight-Commander of the
Most Distinguished Order of St. Michael
and St. George, Governor and Commander-
-in-Chief in and over the Island of New-
foundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The Legislative Council and the House of Assembly have adopted the accompanying report of a joint select committee of both Houses of the Legislature on the French treaties question, and they request that your Excellency will be pleased to cause the said report to be transmitted by mail to Her Majesty's Secretary of State for the Colonies."

(Here annex report as see page 9-23.)

It was ordered that the several matters on the order-paper be deferred.

Mr. Murray gave notice that, on to-morrow, he will ask the Hon. the Attorney General what is the state of the law at present in force as regards the legality or otherwise of the sale of intoxicating liquors within the electoral districts of Carbonear, Harbor Grace, Port-de-Grave, and Brigus ; (2) Whether the local option law is at present in force in either of those districts, and which of them, and whether the licensed sale exists in these places or any of them, or which ; (3) Also, whether he has any information to the effect that intoxicating liquors are for sale without license in any of the above-named places.

Mr. Murray also gave notice that, on to-morrow, he will ask leave to introduce a Bill for the repeal of the Bait Act and all other Acts relating to the sale or disposal of bait fishes within this colony.

Then the House adjourned until the hour of half-past three in the afternoon of this day, Saturday.

Saturday, March 11th, 1893.

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

Mr. Murphy presented a petition from Jabez Flight and others, of Pouch Cove, for a safety fence.

Ordered that said petition be laid on the table.

Pursuant to notice, Mr. Murray asked leave to introduce a Bill entitled "An Act to repeal the Bait Act," and leave being granted, the said Bill was read a first time, and it was ordered that the same be read a second time to-morrow.

Pursuant to order of the day, the House resolved itself into committee of the whole on address of thanks.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred, had made some progress, and asked leave to sit again.

Ordered that said report be received, and that the committee have leave to sit again to-morrow.

Ordered that the remaining matters on the order-paper be deferred.

The following messages were received from the Legislative Council:—

"MR. SPEAKER,—The Legislative Council acquaint the House of Assembly that they concur in the adoption of the accompanying report of a joint select committee of both Houses upon the French treaties question.

Council Chamber, 11th March, 1893.

E. D. SHEA, *President.*"

(For joint report as adopted, see pages 9-23, inclusive.)

"MR. SPEAKER,—The Legislative Council acquaint the House of Assembly that they concur in the address to His Excellency the Governor praying that His Excellency will be pleased to forward to Her Majesty's Principal Secretary of State for the Colonies, by telegraph, a

despatch on the French Treaties question, and by mail certain papers on the same subject.

Council Chamber, March 11th, 1893.

E. D. SHEA, *President.*"

(With the said messages were returned, signed by E. D. Shea, President, the two addresses to His Excellency the Governor, which appear in the Journal of yesterday, the 10th instant).

Then the House adjourned until Monday next at four of the clock in the afternoon.

Monday, March 13th, 1893.

Pursuant to notice, Mr. Murray asked leave to introduce a Bill to amend the Education Act of 1892; and, leave being granted, the said Bill was read a first time and it was ordered that the same be read a second time to-morrow.

Pursuant to order of the day, the House resolved itself into committee of the whole of the address of thanks.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the consideration of the address and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again to-morrow.

Ordered that the remaining matters on the order-paper be deferred.

Mr. Morison gave notice that, on to-morrow, he will ask the Hon. the Colonial Secretary to lay on the table all tenders received by the Government for steamers to ply upon the great northern bays, and all correspondence relating thereto.

Also that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the table the report of John R. McCowen, Esq., on the subject of the improvement of the fire protection service in St. John's.

Mr. Morine gave notice that, on to-morrow, he will ask the Premier whether it is the intention of the Government to continue the construction of the northern railway beyond the Exploits to Hall's Bay ;

Also, whether the construction of the branch railways to Carbonear and Clarke's Beach, or either of them, is to be commenced this year.

Also, whether it is the intention of the Government to commence this year a railway from St. John's to Whitbourne.

Mr. Morine also gave notice that, on to-morrow, he will ask the Colonial Secretary to lay on the table all information in his possession relative to the proposed operation of asbestos mines on the west coast, and the report upon the recent survey of the carboniferous area in the vicinity of Grand Lake.

Mr. Morison gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the table a copy of the report of Judge Prowse concerning the fire of July 8th last, together with the evidence taken in connection therewith ;

Also that, on to-morrow, he will ask the Hon. the Colonial Secretary to lay on the table all papers in connection with the survey of the country between the Exploits and Bay St. George ;

Also that, on to-morrow, he will ask the Hon. the Receiver General to lay on the table (1) a statement of the gross amount of the Revenue for 1892 distinguishing between Customs Revenue and revenue received from other sources ; (2) a statement of the gross expenditure for 1892.

Mr. Morison also gave notice that, on to-morrow, he will ask the Hon. the Attorney General to lay on the table copy of all correspondence between the Attorney General and Norman Snelgrove, Esquire, and ——— McCormack, Esquire, Justices of the Peace at Catalina, respecting the conviction of William Coleridge and ——— Joy for breaches of the License Act, and respecting the remission of the fines imposed upon said William Coleridge and ——— Joy by the said Justices ; also, to ask the Hon. Attorney General if any licenses have been granted for the sale of intoxicating liquors at Catalina ; if so, to whom granted, and by what authority.

Mr. Morine gave notice that, on to-morrow, he will ask the Colonial Secretary to lay upon the table the report of Government Engineer upon the progress, condition, &c., of the railway being constructed towards Hall's Bay ;

Also that, on to-morrow, he will ask the Premier if the Government have considered the advisability of the construction of a branch railway from the northern railway through the peninsula between Trinity and Bonavista Bays, to the easternmost extremity of that peninsula ;

Also, if in any railway Bill introduced this year provision will be made for the construction of such a branch ;

Also, if the Government will order a survey of the peninsula to be made this year.

Mr. Morine also gave notice that, on to-morrow, he will ask the Colonial Secretary to lay upon the table the report of the proceedings at the Halifax conference, and all subsequent correspondence relative thereto ;

Also, that he will ask him if the recommendation relative to the reduced postage, agreed to be made by the delegates, has been accepted by the Governments of Canada and Newfoundland, or either of them ;

Also, that he will ask him if a joint application, by Canada and Newfoundland, for the appointment of a British consul and assistant consul at St. Pierre has been made, and to bring down the correspondence relative thereto ;

Also, that he will ask him if the Government has appointed a geographer to gather data for delimitating the Labrador boundary ; if so, whom ; if not, if one will be appointed.

Then the House adjourned until to-morrow, Tuesday, at four of the clock in the afternoon.

Tuesday, March 14th, 1893.

Mr. Dawe gave notice that, on to-morrow, he will ask the Hon. the Premier if he is aware that the Labrador and coastal steamers conveying sick and infirm fishermen from Labrador during the fishery season are not provided with proper and sufficient hospital accommodation and attendance on board the said steamers, and whether the Government intend to make provision for the supply of the necessary accommodation and attendance on board these boats.

Mr. Murray gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary if a commission was lately appointed to investigate the accounts with the Government of the Anglo-American Telegraph Company ; if so, by whom said commission was appointed ; if the investigation has been concluded ; if the commission has reported, and to whom ; and if so, to lay a copy of said report and the evidence on the table of this House ;

Also, that he will ask the Hon. the Premier to cause to be laid on the table of the House copy of the agreements made between the Government and the trustees of the Temperance Hall, or, in the absence of such agreement in writing, to state the nature of any agreement in existence between the parties.

Hon. Colonial Secretary laid on the table tenders and letters in reference to steamers to ply on the northern bays, namely, from James Angel & Co., Pile & Co., G. Makinson, Thomas Corbin, John Condon, and Joseph Wood ; also, report of John R. McCowen on fire departments ; also, printed copy of report of Judge Prowse on the circumstances of the fire of July 8, 1892 ; also, copy of report of geological survey, 1891 and 1892.

Pursuant to order of the day, the House resolved itself into committee of the whole on the address of thanks.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the consideration of the address, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again to-morrow, and that same stand first on the order of the day.

Ordered that the several matters on the order-paper be deferred.

Mr. Murray gave notice that, on to-morrow, he will ask the Hon. the Attorney General what steps have been taken, and with what success, to collect the arrears of rent for the use of the public dock due by Messrs. J. E. Simpson & Co., and what is the balance now due ; also, whether any steps are being taken by the lessees of the dock or the Government to have such necessary repairs effected on the property as will keep it undiminished in value as a public asset.

Then the House adjourned until to-morrow, Wednesday, at four of the clock in the afternoon.

Wednesday, March 15th, 1893.

Ordered that notice by Mr. Murray to ask the Hon. Colonial Secretary if a commission was lately appointed to investigate the accounts of the Anglo-American Telegraph Company with the Government ; if so, by whom the said commission was appointed ; if the investigation has been concluded ; if the commission has reported, and to whom ; and if so, to lay a copy of said report and evidence on the table of this House, be deferred.

Pursuant to order of the day, the House resolved itself into committee of the whole on address of thanks.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the matter to them referred and asked leave to sit again.

He also reported that the committee had resolved that the following words used by the hon. member, Dr. Tait, with reference to the hon. member, Sir James S. Winter, while in committee, be taken down by the clerk and be reported to the House :—

“ One Coady had a claim against the Government while Sir James Winter was Attorney General. Sir James Winter received one thousand dollars as Attorney General at the Receiver General's office and gave no receipt therefor ; Sir James Winter retained eight hundred dollars of the amount for a claim he had against Coady ; afterwards Sir James Winter was retained, or his firm was retained, to prosecute Coady's claim against the Government, and then contended that Coady's claim should be paid.”

It was ordered that the said words be entered in the Journals of the House ; and that the committee's report be received and that the committee have leave to sit again to-morrow and stand first on the order of the day.

Ordered that the other matters on the order-paper be deferred.
And, the House having sat after midnight,

Thursday, March 16th, 1893.

Mr. Morison gave notice that, on to-morrow, he will ask the Hon. Receiver General to lay on the table a statement (1) of the total amount expended by the Government for street and other services from the 25th of August last to this date ; (2) of the total amount of debentures issued by the Government for street improvements in the burnt district of St. John's from the 25th day of August last to this date.

Also that he will, on to-morrow, ask the Surveyor General to lay on the table a statement (a) of the number of arbitrations completed in the burnt district of St. John's since the fire of July 8th last ; (b) of the total amount awarded on said arbitrations ; (c) of the number of claims preferred and not yet arbitrated on.

Then the House adjourned until the hour of four of the clock in the afternoon of this day.

Thursday, March 16th, 1893.

In reply to question of Mr. Murray, the Hon. Colonial Secretary laid on the table of the House report of commission appointed to enquire into the accounts, expenditure, and management of the Government system of telegraphs, also the evidence taken before the said commission.

On motion of Mr. Morine, seconded by Mr. Murray, it was ordered that the said report be printed.

Mr. Greene gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay upon the table of the House copies of all letters, telegrams, ciphers, accounts, vouchers, and all other papers produced and (or) read before the commission appointed to enquire into the accounts, expenditure, and management of the Government system of telegraphs, stating by whom produced.

Mr. Morine gave notice that, on to-morrow, he will ask the Colonial Secretary to lay upon the table of the House a copy of all correspondence in connection with the survey and construction of branch roads from the northern railway to settlements adjacent thereto ;

Also, that he will ask him if such roads, or any of them, have been, in whole or in part, constructed, and what amount has been spent on each.

Pursuant to order of the day, the House resolved itself into committee of the whole on address of thanks.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

And, the House having sat after midnight,

Friday, March 17, 1893.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the following address :—

*“To His Excellency Sir J. TERENCE N. O'BRIEN,
Lieut.-Colonel, Knight-Commander of the
Most Distinguished Order of St. Michael
and St. George, Governor and Commander-
in-Chief in and over the Island of New-
foundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

We, the Commons House of Assembly, in legislative session convened, while respectfully thanking your Excellency for the gracious speech with which you have been pleased to open the present session of the Legislature, rejoice to learn therefrom that the delay in summoning the Legislature, due to the occupation of the Legislative Chambers by public departments since the late fire, will be compensated by the early presentation of the public accounts, and that a short session may be anticipated.

Your Excellency's congratulations upon the energy and enterprise of the citizens of St. John's since July last we fully reciprocate, and, in common with your Excellency, we rejoice in the return to business activity displayed in St. John's as evidenced by the erection of some six hundred houses of improved architecture, covering so quickly, in face

of unusually severe weather, the burnt area, and we concur with your Excellency in the confident hope of seeing the city restored to its former proportions.

Your Excellency may be again assured of the popular sympathy when you express our deep sense of gratitude for the bounteous liberality of the people of Great Britain, the sister colonies, and the neighboring continent.

We rejoice to learn from your Excellency's high authority that the staple industries of the colony have been successfully operated during the past year, and that the seal-fishery for 1892 was the largest for many years.

It is gratifying to be informed that the shore cod-fishery and bank fishery showed improvement on the preceding year, and that the catch of cod on the Labrador was an average one.

We learn with pleasure that the agricultural history of the year shows a prosperous result for the colony.

As an offset to the closing of the Little Bay mine, from motives of economy it affords us satisfaction to learn that rich deposits of copper have been discovered in the same locality, and that the copper ores exported exceeded in value and quantity the exportation of the previous year. The West Coast, we are glad to see, will, in its asbestos mines, rival the activity and industry of the other mineral regions.

If the carboniferous area in the vicinity of Grand Lake be as promising in coal measures as your Excellency has been informed by your geological department, we foresee, with extreme satisfaction, a new source of wealth added to the resources of the colony, and we shall be happy to make provision for the services of a specialist.

While deploring one of the factors—the city fire—in augmenting the demand for lumber in our local markets, we rejoice in the steady increase and development of an enterprise so important as the lumbering industry of the colony, and we agree with your Excellency upon the necessity of further protecting the public and private timber lands from the ravages of forest fires, which did so much damage during the past summer.

It is satisfactory to observe that the Customs revenue for the past year has been largely in excess of the estimate, and we congratulate your Excellency's Government on the wisdom of devoting the surplus

to the reduction of the floating debt of the colony, the establishment of a fire department in St. John's, the further extension of telegraphic communication, and for the erection of light-houses where necessary.

We shall earnestly consider your Excellency's invitation to make provision for the construction of a railway to the west coast.

We are glad to know that the construction of the railway to Hall's Bay is progressing satisfactorily, and that the intercourse established between St. John's and the northern bays is extensive, various, and mutually profitable.

We shall have much pleasure in making provision for the construction of the lines of roads, referred to by your Excellency, connecting the outlying settlements with the northern railway, as being essential for the accommodation of these important settlements and the development of the regions adjacent to the line.

We await with interest the early submission to us of the minutes of the proceedings of the conference held at Halifax in October last, by the delegates of the colony and the Dominion of Canada.

We hope, with your Excellency, that the wise action of the Legislature will subserve the public good and demonstrate its capacity to promote the best interests of the colony."

Ordered that the said report be received.

On motion that the same be adopted, it was moved by Mr. Morine, seconded by Mr. Morison, that the tenth paragraph of the said address be expunged and the following substituted :—

" We regret that the excess of Customs revenue for this year, as compared with the estimate, should be due to dire calamity, being the direct result of the burning of St. John's in July last. We are of opinion that, to the extent to which it may have been collected this year, or may be hereafter, as the direct result of the fire, the excess revenue should be devoted to the reduction of the debt of this city, or expended in some other way which will result in the decrease of taxation paid by the citizens of St. John's for municipal purposes."

The question being put that the words proposed to be left out stand ~~part~~ of the question, the House divided thereon, when there appeared for the affirmative eighteen, namely, Hon. the Premier, Hon. Colonial Secretary, Hon. Receiver General, Hon. Surveyor General, Hon. E. P. Morris, The Financial Secretary, and Messrs. Geran, Webber, Duff,

Whiteley, Dawe, Clift, McGrath, Hallaren, F. Morris, Woodford, Tait, and Fox ; and for the negative five, namely, Messrs. Morine, Morison, Greene, Carty, and Sir J. S. Winter.

So it passed in the affirmative.

The question being put that the report be adopted, it passed in the affirmative and it was ordered that the said address be presented to His Excellency the Governor by Mr. Speaker and the whole House.

It was ordered that the remaining matters on the order-paper be deferred.

Pursuant to order, the House then adjourned until Monday next at four of the clock in the afternoon.

Monday, March 20th, 1893.

Mr. Carty gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the table of this House a copy of the statutory declaration forwarded to the Government of this colony in the month of March, 1892, by James R. Hayes, of Bay St. George, in reference to losses sustained by him in consequence of the closing of his lobster factories in the spring of 1891 by order of Commander Sir B. Walker, R.N. ; also, to lay on the table a copy of a petition forwarded to His Excellency the Governor by the said James R. Hayes on the 8th June, 1892, together with a copy of His Excellency's reply to said petition ; also, all correspondence between the Attorney General of this colony and the said James R. Hayes ; and, also, all correspondence between the Government of this Colony and the Imperial Government on the same subject.

Mr. Morine gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend the License Act (1875.)

Mr. Murray gave notice that, on to-morrow, he will ask the Hon. the Receiver General when the annual accounts and financial statements will be laid upon the table of this House ;

Also that, on to-morrow, he will move that a select committee of this House, with power to take evidence, be appointed to enquire into the extent of railway construction completed and paid for under the

existing railway contract with the Messrs. Reid, and any other matters that may appear relevant in connection with the aforesaid work and payment.

Mr. Morison gave notice that, on to-morrow, he will ask leave to introduce a Bill to extend the privilege of the franchise to women in elections held under the Temperance Act of 1891, or any Act in amendment thereof.

The following petitions were presented, and it was ordered that they be laid on the table, viz. :

By Dr. Tait, from Samuel Harris and others, of Grand Bank, for a grant for a right of way ;

Also, from G. Skiffington and others, of St. Lawrence, on the subject of roads.

By Mr. Morine, from J. W. Cullen and others, of Flat Islands, for a ferry.

By Mr. Webber, from Rev. R. N. Walker and others, of Ragged Harbor, on the subject of roads.

By Mr. Clift, from Reuben Snow and others, of Ship Cove, on the subject of roads.

Pursuant to order of the day, the House resolved itself into committee of the whole on Bill to amend the Election Act of 1889.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the consideration of the said Bill, and asked leave to sit again.

Ordered that the said report be received, and that the committee have leave to sit again to-morrow.

Ordered that second reading of the Sunday Sealing Bill be deferred.

Ordered that second reading of Bill to regulate the business of fire insurance be struck off the order.

It was moved by Mr. Murray that a Bill to repeal the Bait Act be now read a second time.

It was moved by Mr. Murray, seconded by Mr. Morine, that the Bill to amend the Education Act be now read a second time.

The question being put, the House divided thereon, when there appeared for the second reading eight, viz : Mr. Murray, Mr. Morine, Sir J. S. Winter, Mr. Carty, Mr. Rolls, Mr. Morison, Mr. Munn, and Mr. Fearn ; and against the second reading thirteen, namely : Hon. the Premier, Hon. Colonial Secretary, Hon. Surveyor General, Hon. E. P. Morris, and Messrs. Murphy, Thompson, Geran, White, Whiteley, McGrath, Hallaren, Fox, and Tait.

So it passed in the negative.

Mr. Murray gave notice that, on to-morrow, he will move the second reading of Bill to repeal the Bait Act.

Hon. the Premier gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend 54 Victoria, cap. 8, entitled "An Act to amend 53 Vic., cap. 4, entitled 'An Act to amend 52 Vic., cap. 4,'" and to make further provision for the construction and equipment of a line of railway towards Hall's Bay, and of a branch to Brigus or Clarke's Beach, and for other purposes."

Then the House adjourned until to-morrow, Tuesday, at four of the clock in the afternoon.

Tuesday, March 21, 1893.

Ordered that motion for leave to introduce a Bill to amend the License Act of 1875 be deferred.

A Bill to extend the privilege of the franchise to women in elections held under the Temperance Act of 1889 or Act in amendment thereof was read a first time, and it was ordered that the same be read a second time to-morrow.

A Bill to amend 54 Vic., cap. 8, was read a first time, and it was ordered that the same be read a second time to-morrow.

On the question being put by Mr. Speaker "that I do now leave the chair," in committee of the whole on Bill to amend the Election Act of 1889, it was moved in amendment by Mr. Morine, seconded by Mr. Murray, that the said Bill be referred to a select committee ; and it was ordered accordingly.

Ordered that motion for second reading of Bill to amend the Bait Act be deferred.

Mr. Speaker informed the House that he had received a communication from His Excellency the Governor that he would receive the address of thanks at Government House to-morrow at half-past eleven o'clock in the forenoon.

Mr. Woodford gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the table a report from the magistrate at Harbour Main of the number of cattle killed by the Newfoundland Railway trains in that district for the year 1892.

The Financial Secretary gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the table of the House the report of Sub-Inspector Sullivan upon the petition of Mr. John Mackenzie, of Lolly Cove, Fortune Bay, in reference to barring of herring for barrelling purposes, dated Dec. 1, 1892.

Mr. Murphy gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the table of the House a tabular statement of the census of St. John's East, shewing fishery and agricultural produce, manufactures, and population in each locality, as taken in the general enumeration of 1891.

Mr. Morine gave notice that, on to-morrow, he will ask the Colonial Secretary to lay on the table of the House a copy of correspondence with Thomas How, of Brooklyn, Goose Bay, or any other person, relative to a road from the northern railway, so-called, to Goose Bay, and a statement of the gross expenditure thereon to date.

The Hon. Colonial Secretary laid on the table of the House the following documents:—

- Report of proceedings at the late Halifax conference ;
- Report of Fisheries Commission for 1892 ;
- Detailed statement of expenditure on light-houses ;
- Detailed statement of expenditure on public works ;
- Detailed statement of repairs to public buildings, etc. ;
- Detailed statement of expenditure on sundry institutions.

The Financial Secretary laid on the table his consolidated statement of expenditure for 1892 ;

Also, his detailed statement of said expenditure.

Pursuant to order, the House then adjourned until to-morrow, at eleven o'clock in the forenoon.

Wednesday, March 22nd, 1893.

The House met at eleven of the clock in the forenoon pursuant to adjournment.

At half-past eleven of the clock, the hour appointed by His Excellency the Governor to receive Mr. Speaker and the House with the address of thanks, Mr. Speaker and the House went to Government House, and, being returned to the Assembly Room, Mr. Speaker informed the House that, when in attendance on His Excellency the Governor, he had presented the address of thanks, to which His Excellency had been pleased to reply as follows:—

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

In accepting with pleasure the address presented by the House of Assembly, I beg to assure you that I fully endorse your appreciation of the skill and enterprise shown by the inhabitants of St. John's in their endeavours to rebuild the capital of this colony, in which endeavours they have been so generously aided by the liberality and material sympathy extended to them by Her Majesty's Government, the people of the Empire, and by the inhabitants of the neighbouring continent. I hope the session, though late in its commencement, may by your patriotic exertions fully equal its predecessors in the amount of useful work to be passed by you for the advancement and material improvement of your island home.

T. O'BRIEN, Lt.-Col., *Governor.*

Government House, 22nd March, 1893.”

Mr. Speaker left the chair until four of the clock in the afternoon of this day.

Mr. Speaker resumed the chair.

The following gentlemen were nominated as a select committee to whom is referred the Bill to amend the Election Act 1889, namely, Mr,

Morine, Mr. Morison, Mr. Greene, Hon. Colonial Secretary, Hon. E. P. Morris, Mr. Clift, and Mr. Speaker.

The Hon. Colonial Secretary laid on the table of the House the following documents :—

Report of Sub-Inspector Sullivan *in re* petition of John McKenzie ;
 Report of Postmaster General for 1892 ;
 Statement of Money Order Office ;
 Statements (a) (b) (c) of missing letters ;
 Report of the Commissioner of Poor ;
 Report of medical officer, Labrador ;
 Report of fishery protection at Cape John ;
 Report of Lloyd's Surveyor ;
 Report of Commissioner of Pilots ;
 Report of Halifax School for the Blind ;
 Statement of Cashier of Savings Bank ;
 Statement of Union Bank of Newfoundland ;
 Statement of Colonial Cordage Company ;
 Statement of Floating Dock Company ;
 Statement of Newfoundland Screw Steam Tug Company ;
 Statement of Consolidated Foundry Company ;
 Statement of Harbor Grace Water Company ;
 Statement of Newfoundland Boot and Shoe Manufacturing Co. ;
 Statement of St. John's Nail Manufacturing Company ;
 Statement of Masonic Hall Joint Stock Company ;
 Statement of Townships Timber and Land Company ;
 Statement of Newfoundland Steam Sealing and Whaling Company ;
 Statement of Standard Life Assurance Company ;
 Petition of George Bell and others, of Grand Bank, for a break-water.

The following petitions were presented, and it was ordered that they be laid on the table :

On the subject of roads,—

By Hon. Premier,—From W. Ostan and others, of Lance Cove

By Colonial Secretary,—From Rev. J. Wilson and others, of Hant's Harbor ;

From Ezra Maidment and others, of same place.

By Mr. Clift,—From John Mahoney and others, of Black Duck Pond.

By Mr. Rolls,—From Rev. H. Clegg and others, of Indian Island ;

From Geo. Miller and others, of Joe Batt's Arm ;

From James Flynn and others, of Rocky Bay ;

From Abraham Hancock and others, of Baises Harbor ;

From James Deady and others, of Joe Batt's Arm.

By Mr. Morison,—From G. Blackmore and others, of Gambo.

By Mr. Thompson,—From J. Hellyer and others, of Indian Arm.

By Mr. Webber,—From John Reid and others, of Hant's Harbor.

By Mr. Murphy,—From N. Noseworthy and others, of Pouch Cove.

By Mr. Duff,—From J. Little and others, of Victoria Village.

Also the following, for bridges,—

By Mr. Rolls,—From W. Foley and others, of Island Harbor ;

From James Flynn and others, of Western Arm ;

From P. Hicks and others, of Noggan Cove.

Also, by the Hon. the Premier,—From W. Fowler and others, of West St. Modeste, on the subject of trawls.

By Mr. Clift,—From Richard Newell and others, of Bareneed, for a landing place ; and,

From John Sealey and others, of same place, for a well.

By Dr. Tait,—From Rev. W. Bartlett and others, of Flat Island, for a ferry.

Also the following, for wharves,—

By Mr. F. Morris,—From Rev. Mr. Hanley and others, of Holyrood.

By Mr. Hallaren,—From Alfred Goss and others, of Torbay.

Mr. Murray gave notice that, on to-morrow, he will ask the Hon. Receiver General to state in gross what amount has been received for sale of bait-licenses, forfeitures, tonnage dues, or for any other purposes, under the operation of the Bait Act during the past fiscal year.

Mr. Morison gave notice that, on to-morrow, he will ask the Hon. the Premier if the address to His Excellency the Governor having reference to the accounts of the Relief Committee, which was passed by this House on the 8th day of March instant, has been presented to His Excellency, and if so, when; and when the House may expect to receive a reply to said address.

Mr. Morine gave notice that, on to-morrow, he will ask the Financial Secretary to lay upon the table a statement of the amount paid to each of the persons whose salaries are charged as 'special' in the accounts of his department for 1892;

Also that he will, on to-morrow, ask the Surveyor General for a detailed statement of the expenditure of \$619 charged to "railway connecting roads" in the Financial Secretary's accounts, but really paid by the Surveyor General's department;

Also that, on to-morrow, he will ask the Premier to state what lines of road connecting the northern railway with adjacent settlements have been, are being, or will be surveyed this year; also whether a road from the railway near Shoal Harbor to Goose Bay is now being or will be surveyed;

Also, if a road from the railway, near Shoal Harbor, along the north side of Trinity Bay, to connect with the existing roads, is about being, or will be surveyed;

Also, to give any other information in his possession as to the character of the instructions given concerning these roads;

Also that he will, on to-morrow, ask the Hon. the Premier whether the colony will be represented at the opening of the Imperial Institute in London, by Her Majesty, in May next, and whether any exhibit will be made of the colony's products;

Also, whether the colony will be represented at the Chicago exhibition during this year.

Ordered that motion to introduce a Bill to amend the License Act, 1875, be deferred.

Ordered that second reading of Bill to amend 54 Vic., cap. 8 (Railway Act), be deferred until to-morrow, then to stand first on order of the day.

It was moved by Mr. Murray, seconded by Mr. Carty, that the Bill to repeal the Bait Act be now read a second time.

It was moved in amendment by Hon. the Premier, seconded by Hon. Colonial Secretary, that the following resolutions be adopted:—

“ *Whereas* the international and intercolonial fishery question still pending and unsettled between this Colony and France and the United States, and between this Colony and the neighboring Colony of the Dominion of Canada respectively, render it expedient that the Bait Act (52 Vic. cap. 6) should be retained on the statute book for effectual aid that the powers of the said Act may give this colony in negotiating for the settlement of the said outstanding fishery questions between this colony and the said foreign countries and between this Colony and the neighboring Dominion ;

And whereas it is not desirable in the interests of this colony that the provisions of the said Bait Act should now be enforced ;

Resolved,—That an address be presented to His Excellency the Governor respectfully requesting that he will be pleased to suspend, by proclamation, the operation of the said Act in relation to all the districts of this colony and the coasts thereof ;

Resolved,—That the Act 55 Vic., cap 10, entitled “An Act respecting foreign fishing vessels” be forthwith re-enacted by this House imposing a tonnage duty, not exceeding \$1.50 per ton, on all foreign fishing vessels coming into this colony and its waters for the fishery purposes indicated in the said Act (not including the winter herring fishery of Fortune, Placentia, and St. Mary’s Bays, or any other bays or harbors in this colony to which such vessels may resort during the winter season for the purpose of purchasing winter herring);

Resolved,—That for the reasons aforesald, this Bill be not now read a second time ;”

And that all the words of the question after the word “that” be left out and the words of the said resolutions and preamble inserted.

Mr. Speaker, having asked “Is the House ready for the question?” and having summoned the members within the precincts of the House to attend in their places, then put the question that all the words of the question proposed to be left out stand part of the question, and the House thereupon divided, when there appeared in the affirmative two, namely, Messrs. Murray and Carty ; and in the negative twenty-two, namely, Hon. the Premier, Hon. Colonial Secretary, Hon. Receiver General, Hon. E. P. Morris, The Financial Secretary, Messrs. Murphy, Thompson, Burgess, Geran, Webber, Duff, White, Whiteley, Dawe,

Clift, McGrath, Hallaren, F. Morris, Woodford, Fox, Greene, and Munn.

So it passed in the negative.

The question being then put that the words of the amendment be inserted instead thereof, and that the said resolutions be adopted, it was resolved in the affirmative and it was ordered accordingly.

Mr. Carty (on behalf of Sir James Winter) gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary to lay on the table of the House all correspondence between the contractors for the building of the Hall's Bay railway and the Government, on the subject of the amendment of the Railway Act of 1892, as contemplated by the Bill now before the House.

Mr. Munn (on behalf of Mr. Morison) gave notice that, on to-morrow, he will ask the Hon. the Receiver General to lay on the table of the House (1) a blank form of the debentures and coupons printed or engraved in connection with the contract of Reid & Middleton to build railway to Hall's Bay, and (2) detailed statement of the cost of printing or engraving the said debentures and coupons.

Then the House adjourned until to-morrow, Thursday, at four of the clock in the afternoon.

Thursday, March 23rd, 1893.

The Hon. Colonial Secretary laid on the table of the House copy of correspondence between the contractors for the building of the Hall's Bay railway and the Government ; also,

Estimate of proposed expenditure of Fisheries Commission, 1893 ;

Statement of Equitable Life Association ;

Municipal Council's statement, January 30, 1893 ;

Estimated revenue and expenditure of Municipal Council for 1893 ;

Estimated and actual expenditure and revenue of Municipal Council for 1892 ;

Detailed accounts of said Council for 1892.

The following petitions were presented :—

By Hon. Colonial Secretary,—From J. R. Courage and others, of Garnish, as to the fishery rules ;

From Thomas Sparks and others, of Sibley's Cove, for roads.

By Mr. Greene,—From Job Bros. & Co. and others, of Bay Bulls, for a light-house there.

Ordered that said petitions be laid on the table.

Ordered that the following be deferred :—

Motion to introduce Bill to amend the License Act, 1875 ;

Second reading of Woman Suffrage (liquor) Bill.

The Bill to amend 54 Vic., cap. 8 (Railway Act) was read a second time, and it was ordered that the same be committed to committee of the whole House to-morrow.

Then the House adjourned until to-morrow, Friday, at four of the clock in the afternoon.

Friday, March 24th, 1893.

The following petitions were presented, and it was ordered that they be laid on the table, viz :—

By Mr. Rolls,—From J. B. Wheeler and others, of Musgrave Harbor, for a court house, &c. ;

From the same, two petitions for roads ;

From John Core and others, of Change Islands, for a bridge.

By Mr. Greene,—From P. Scott and others, of Bay Bulls, for roads ; also, from Joseph Burke and others, of same place, for a wharf.

By Mr. Duff,—From Michael Dunphy and others, of Carbonear, for a well ; also, on the same subject, from Elijah Vaters and others, of Victoria Village.

Ordered that motion of Mr. Morine, for a Bill to amend the License Act, 1875, be deferred.

Pursuant to order of the day, the House resolved itself into committee of the whole on Bill to amend the Railway Act, 54 Vic., cap. 8.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the said Bill with amendment.

Ordered that the report be received, and that the Bill be engrossed as amended and read a third time to-morrow.

Mr. Murphy presented a petition from William Goss and others, of Torbay, praying for labour to assist restoration of stages destroyed by late gales.

Ordered that said petition be laid on the table.

Hon. the Premier gave notice that, on to-morrow, he will move an address to His Excellency the Governor on the subject of the suspension of the Act 52 Victoria, chapter 6, in accordance with the resolutions of this House of the 22nd inst.

Hon. the Premier gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend 55 Vic., cap. 10, entitled "An Act respecting foreign fishing vessels."

Then the House adjourned until Monday next, at four of the clock in the afternoon.

Monday, March 27th, 1893.

Mr. Carty presented a petition from James R. Hayes, of Bay St. George, praying for compensation.

Ordered that said petition be laid on the table.

Mr. Carty gave notice that, on to-morrow, he will move the appointment of a select committee to take into consideration the said petition of James R. Hayes, and to take evidence and report thereon to this House.

Mr. Morine gave notice that, on to-morrow, he will ask the Surveyor General to lay upon the table of the House a copy of all correspondence in his possession relative to "railway connecting roads" and the

expenditure of \$619 upon road from Goose Bay to the northern railway.

Sir J. S. Winter gave notice that, on to-morrow, he will ask the Hon. Attorney General under what authority the enquiry into the circumstances of the fire of July, 1892, by Judge Prowse, upon which he made a report in August last was made, and, if such authority was contained in any special commission or other instructions, to lay a copy of such commission or instructions upon the table of this House.

Mr. Morine gave notice that, on to-morrow, he will ask the Colonial Secretary to lay upon the table all correspondence relative to the Act passed by the Legislature last session entitled "An Act respecting foreign fishing vessels."

Hon. Receiver General gave notice that, on Wednesday, April 5th, he will move this House into committee of the whole on ways and means.

Mr. Murray gave notice that he will ask the Hon. Colonial Secretary to lay on the table of this House an itemized copy of the following accounts together with the vouchers appertaining to the same:—

Paid Canada Bank-Note Company for railway debentures, bonds, &c.....	\$8,020 75
Paid Canada Bank-Note Company for railway debentures, bonds, &c.....	1,960 00
	\$9,980 75

as said items appear in the Financial Secretary's annual statement.

Mr. F. Morris presented a petition from Gregory Nevill and others, of Topsail, for a road.

Ordered that the said petition be laid on the table.

Hon. Colonial Secretary laid on the table of the House:—

Statement of the Commercial Bank of Newfoundland;

Report of the Registrar of Births, Marriages and Deaths.

Ordered that the following be deferred:—

Motion for Bill to amend the License Act of 1875;

Motion for Bill respecting foreign fishing vessels.

Pursuant to order of the day, the Bill to amend 54 Vic., cap. 8, was read a third time; and it was ordered that the same do pass, and be entitled "An Act to amend 54 Vic., cap. 8, entitled 'An Act to amend an Act passed in the 53rd year of reign of her present Majesty entitled 'An

Act to amend 52nd Victoria, cap. 4, and to make further provision for the construction and equipment of a line of railway towards Hall's Bay and of a branch to Brigus or Clark's Beach and for other purposes ;' " and that the Clerk carry the said Bill to the Legislative Council and desire their concurrence.

Pursuant to notice, Hon. the Premier moved an address to His Excellency the Governor on the subject of the suspension of the Act 52 Vic., cap. 6, in accordance with the resolutions of this House of the 22nd instant.

Ordered that the following address do pass and be engrossed, and be presented to His Excellency the Governor by such members of this House as are of the Executive Council.

*"To His Excellency Sir J. TERENCE N. O'BRIEN,
Lieut.-Colonel, Knight-Commander of the
Most Distinguished Order of St. Michael
and St. George, Governor and Commander-
-in-Chief in and over the Island of New-
foundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly having had under consideration the Act passed in the 52nd year of the reign of her present Majesty, chapter 6, entitled "An Act to amend and consolidate the laws relating to the exportation and sale of bait fishes," respectfully request that your Excellency will be pleased to suspend by proclamation, by virtue of section 4 thereof, the operation of the said Act in all the districts of this colony and the coasts thereof."

Mr. Murray gave notice that, on the first day after the Easter recess, he will move the House into committee of the whole on the following resolution :—

Whereas (1) in the opinion of this House the freehold of the water-front or strand of the harbour of St. John's below high-water mark is public property, and ought to be utilized in such a manner as to enure to the benefit and emolument of the public revenue ;

— And whereas (2) certain portions of the aforesaid water-front or strand have been taken possession of and are now in the possession or occupancy of private parties who contribute nothing in the shape of rent or otherwise for the use of the same ;

And whereas (3) it is expedient to exact a fair rent from the holders or occupiers of the aforementioned portions of the public strand ;

Resolved,—That a Bill be introduced and enacted during the present session to carry out this intention."

The Chairman of the Board of Works laid on the table consolidated statement of expenditure on main and local roads for 1892 ;

Report on lighthouses and public buildings ; and estimates of expenditure for 1893.

Dr. Tait, chairman of select committee on printing, reporting, and contingencies, presented a report of the committee as follows :--

"MR. SPEAKER,—The select committee appointed on the printing, reporting, and contingencies of the House of Assembly, beg to report that they have considered the matters to them referred, and recommend the following :

That the present reporting staff be re-appointed at the same rates as last regular session ;

That the debates of the House be published in the *Evening Telegram* and copied by the *Tribune*, *Harbor Grace Standard*, *Trinity Record*, and *Twillingate Sun* newspapers, at the same rates and under the same conditions as last regular session ;

That the printing of the Journal and sessional papers of the House, and the miscellaneous printing of the same, be done by the proprietors of the *Evening Telegram*, and that they be paid for the same at the rate of seven dollars per sheet for tabular work and five dollars for plain ;

That the binding of the Journal and sessional papers of this House (in one volume) be done by Messrs. Dicks & Co., and that they be paid for the same at the rate of \$3 per volume ;

That James Higgins be re-appointed the fireman of this House ; Robert Walsh, the inner doorkeeper ; George Jackman, middle doorkeeper ; Amos Knight, outer doorkeeper ; and Christopher Mundy, Patrick Long, and Ford Winsor, messengers of the same.

All of which is respectfully submitted as the preliminary report of your committee.

J. SINCLAIR TAIT, *Chairman*,
D. C. WEBBER,
J. HALLAREN,
J. MURRAY.

Committee Room, March, 1893."

Ordered that when the House rises, it adjourn until Tuesday, the fourth day of April next, at four of the clock in the afternoon.

Then the House adjourned until Tuesday, the fourth day of April next, at four of the clock in the afternoon.

Tuesday, April 4th, 1893.

A message was received from the Legislative Council acquainting this House that they have passed the Bill sent up entitled "An Act to amend 54 Vic., cap. 8, entitled 'An Act to amend an Act passed in the 53rd year of the reign of her present Majesty entitled 'An Act to amend 52 Vic., cap. 4, and to make further provision for the construction and equipment of a line of railway towards Hall's Bay and of a branch to Brigus or Clark's Beach, and for other purposes.'"

Hon. Colonial Secretary laid on the table of the House amended consolidated statement of the Financial Secretary; also

Report on Methodist schools.

Mr. Murray gave the following notices:—

That he will ask the Hon. Receiver General for what services, or under what warrant, or under what authority, the following sums which appear in the Financial Secretary's consolidated statement as paid during the past year were paid, namely:—

Nov. 2—Hon. M. Monroe, balance due as delegate	\$900 00
Hon. A. W. Harvey, balance due as delegate	900 00
G. H. Emerson, balance due as delegate	900 00
A. B. Morine, balance due as delegate	900 00
Dr. Pilot, Secretary to delegation	1,200 00
Sir W. V. Whiteway	532 25

\$5,332 25

and what was the date of the authority under which the above sums were paid; also,

That he will ask the Hon. the Premier to furnish particulars of the

following sums paid on account of French Shore delegation in 1891 and 1892, namely:—

May 23—To paid Union Bank, account of Sir Wm. Whiteway's expenses to London	\$1,210 00
June 5—To paid Commercial Bank, account of Sir W. Whiteway's expenses to London	2,420 00
Nov. 25—To paid Sir Wm. Whiteway	30 25
1892 : Nov. 2—To paid Sir Wm. Whiteway	532 25
	\$4,192 50

Also, that he will ask the hon. leader of the Government whether the expenditures under the Fisheries Commission are to be continued during the present year; also,

That on to-morrow, he will ask leave to introduce a Bill entitled an Act to amend 53 Vic., cap. 14, entitled an Act to amend title 28, chapter 109, of the Consolidated Statutes, entitled "Of Masters and Servants;" also,

That on, on to-morrow, he will ask leave to introduce a Bill entitled an Act to amend sec. 6, title 23, chapter 86 of the Consolidated Statutes, entitled "Of Lotteries;" also,

That on to-morrow, he will ask leave to introduce a Bill to amend the law relating to the preservation of game and deer.

Mr. Shea gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend 55 Vic., cap. 2, entitled "An Act to regulate the prosecution of the seal fishery."

Mr. Morison gave notice that, on to-morrow, he will ask the Hon. the Financial Secretary to lay on the table of the House a detailed statement of all expenses paid or incurred by the Government in connection with the maintenance of a part of the crew of the steamer *Newfoundland* at Cow Bay on her recent voyage and of the conveyance of part of the crew of said steamer from Cow Bay to St. John's;

Also, that he will ask the Hon. the Premier (1) to lay on the table a copy of all correspondence relating to the maintenance of a part of the crew of the steamer *Newfoundland* at Cow Bay and their conveyance to St. John's, and (2) if the Government intend to take any steps to recover the amount of any expenses incurred by the Government in connection with the crew of the steamer *Newfoundland* from the owners of said steamer.

Sir J. S. Winter gave notice that, on to-morrow, he will ask the Hon. Attorney General whether it is his intention or that of the Government to introduce any legislation during the present session to amend the law at present in force in relation to the sittings and distribution of business of the Supreme Court.

The following petitions were presented on the subject of roads, and ordered to be laid on the table :—

By Hon. the Premier,—From John Bursey and others, of Lance Cove ; and from John Brown and others, of same place.

By Mr. F. Morris,—From Rev. W. Veitch and others, of Conception Harbour.

By Mr. Greene,—From John Aylward and others, of Cape Broyle.

By Mr. Hallaren,—From John Brien and others, of Outer Cove ; and from E. Sullivan and others, of Pouch Cove.

By Mr. Duff,—From James Ryan and others, of Mosquito.

On motion of Dr. Tait, seconded by Mr. Murray, and pursuant to order, the House resolved itself into committee of the whole concerning the privileges of this House in the matter of certain words used by Dr. Tait, which were ordered to be taken down on the fifteenth day of March last.

Mr. Speaker left the chair.

Mr. Greene took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred, had made some progress, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again to-morrow.

Ordered that the several matters on the order-paper be deferred.

Then the House adjourned until to-morrow, Wednesday, at four of the clock in the afternoon.

Wednesday, April 5th, 1893.

The Hon. Colonial Secretary laid on the table of the House report of Government Engineer on the Hall's Bay railway.

Hon. Receiver General laid on the table of the House the following documents :—

Statement shewing the aggregate public debt of the colony ;

Statement of balances in Treasury to Dec. 31, 1892 ;

Current account for 1892 ;

Consolidated account current of receipts and payments of Customs department ;

Return of vessels fitted out for the bank fishery ;

Return of duties on goods by parcels post from Great Britain ;

Return of said duties on goods from Canada.

Pursuant to notice, Hon. Receiver General moved, seconded by the Hon. the Premier, that the House do now resolve itself into committee of the whole on ways and means.

The question "that I do now leave the chair" being put by Mr. Speaker, it passed in the affirmative, and was ordered accordingly.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred, had made some progress, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again on Monday next, and stand first on the order of the day.

Pursuant to order of the day, the House resolved itself into committee of the whole on privilege in the matter of certain words used by Dr. Tait, and ordered to be taken down on the 15th of March last.

Mr. Speaker left the chair.

Mr. Greene took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again on Friday next.

Mr. Murray gave notice that he will ask the Hon. Colonial Secretary to lay on the table of the House all correspondence relating to subsidy of \$16,000 to Hall line of steamers ;

Also that he will ask the Hon. the Colonial Secretary to cause to be laid on the table of the House detailed list of all clerks and others employed in the General Post Office, St. John's, giving names of same, amount of salary of each, and capacity in which each is employed, and date when each entered into the service.

Hon. Receiver General gave notice that, on Tuesday next, the eleventh instant, he will move that a supply be granted to Her Majesty.

Ordered that the remaining matters on the order-paper be deferred.

Pursuant to order, the House then adjourned until to-morrow, Thursday, at four of the clock in the afternoon.

Thursday, April 6th, 1893.

The Hon. Colonial Secretary laid upon the table of the House the following documents ;—

Report of Newfoundland Coastal Steamship Company ;

Account Postmaster General with local Government ;

Statement of gross revenue in the Newfoundland Post-Offices ;

Statement of amounts paid to postmasters, clerks, and assistants ;

Statement of amounts paid to contractors and other carriers ;

Statement of amounts paid to carriers in the northern districts and in the districts of St. George and St. Barbe ;

Statement of number of registered letters for 1892 ;

Statement of letters received at the dead letter office.

The following petitions were presented and it was ordered that they be laid on the table, namely :—

On the subject of roads,—

By Sir J. S. Winter,—From John Brake and others, of Burin.

By Mr. Hallaren,—From Rev. W. Smith and others, of Belle Isle ;
and from Joseph White and others, of Torbay.

By Mr. Whiteley,—From Rev. W. Sanderson and others of
Spaniard's Bay.

By Mr. F. Morris,—From N. Crowley and others, of Woodford.

Also the following petitions :—

By Mr. Clift,—From G. F. Payne and others, of Harbor Grace, for
a retiring allowance.

By Hon. Surveyor General,—From James Fitzgerald, of Bay-de-
Verde, for a retiring allowance.

By Dr. Tait,—From Rev. J. T. Newman and others, of Fortune ;
and from Rev. L. Curtis and others, of Grand Bank, on the subject
of the Sunday Sealing Bill.

By Mr. Dawe,—From G. Makinson and others, of Harbor Grace,
on the subject of a fire brigade.

By Hon. Surveyor General,—From Edward Turner and others, of
Lower Island Cove, for a landing place at Baccalieu.

By Mr. Whiteley (on behalf of Capt. Blandford),—From William
Dovey and others, of East St. Modeste, for prohibition of the use of
bultows.

Mr. Murray gave notice that, on to-morrow, he will move the
second reading of the Bill to regulate fire insurance within this colony;

Mr. Murray also gave notice that, on to-morrow, he will ask leave
to introduce a Bill to secure the independence of members of the Le-
gislation ;

Also, that on to-morrow, he will ask the Hon Receiver General
(1) to state in one sum what was the total amount of the public debt
of this colony (floating, funded, and all other, if any other), on the 31st
December, 1891 ; (2) to state in one sum, as above, the total amount
of the entire public debt of this colony on the 31st December, 1892,
and (3) to state in one sum the total amount of his estimate of out-
standing liabilities, for which the colony was responsible, within his
knowledge, on the 31st December, 1892, and which was contracted be-
fore that date apart from ordinary expenditures for the usual current
civil services and apart from the amount to be stated by him under
head 2 of this enquiry.

Also that, on to-morrow, he will ask leave to introduce a Bill to amend the Act for the election of road boards ;

Also that, on to-morrow, he will ask leave to introduce a Bill to abolish the offices of Financial Secretary and Solicitor General ;

Also that, on to-morrow, he will ask the Hon. the Premier whether it is the intention of the Government to continue the municipal government of St. John's on the present lines, on any lines, or to abolish the Municipal Council altogether.

Also that, on to-morrow, he will ask the Hon. Colonial Secretary to lay upon the table of this House a copy of the contract for ocean mail and passenger service with the Hall steamship company ;

Also that, on to-morrow, he will ask the Hon. Colonial Secretary by whose authority the various school reports are assigned to the respective printers of the same, and what is the amount paid or agreed to be paid for printing (1) The report of Church of England schools ; (2) The report of Roman Catholic schools ; and (3) The report of Methodist schools for the past year (1892).

Mr. Morine gave notice that, on to-morrow, he will move that an order of this House do issue to the Surveyor General to lay upon the table of this House a full and complete statement in detail of the expenditure of \$619.55 upon " railway connecting roads."

Hon. Mr. Morris gave notice that, on to-morrow, he will ask leave to introduce a Bill to provide for the recognition in this colony of probates and letters of administration granted in the United Kingdom.

Ordered that notice of motion for Bill to amend the License Act, 1875, be struck off the order of the day.

On motion of the Hon. the Premier, a Bill to amend 55 Vic., cap. 10, entitled "An Act respecting foreign fishing vessels" was read a first time, and it was ordered that the same be read a second time to-morrow.

The following Bills were read a first time, and it was ordered that they be read a second time to-morrow :—

On motion of Mr. Murray :

A Bill entitled "An Act to amend 53 Vic., cap. 14, entitled 'An Act to amend title 28, chapter 109, of the Consolidated Statutes, entitled 'Of Masters and Servants''";

A Bill entitled "An Act to amend section 6. title 23, chapter 86, of the Consolidated Statutes, entitled 'Of Lotteries'";

A Bill entitled "An Act to amend 52 Victoria, cap. 11, entitled 'An Act to provide for the preservation of deer'" and to amend 49 Vic., cap. 9, entitled "An Act for the preservation of game";

And, on motion of Mr. Shea,

A Bill entitled "An Act to amend 55 Vic., cap. 2, entitled 'An Act to regulate the prosecution of the seal fishery.'"

Ordered that notice of motion of Mr. Murray for committee of the whole on a resolution as to the strand of the harbor of St. John's be deferred.

Pursuant to notice, it was moved by Mr. Carty, seconded by Mr. Morine, that a select committee be appointed on the petition of James R. Hayes, to take evidence thereon and report to this House.

The question being put, the House divided thereon, when there appeared in the affirmative eight, namely, Messrs. Carty, Morine, Rolls, Munn, Fearn, Murray, Shea, and Sir J. S. Winter; and in the negative nineteen, namely, Hons. the Premier, Colonial Secretary, Receiver General, Surveyor General, E. P. Morris, The Financial Secretary, and Messrs. Murphy, Thompson, Burgess, Webber, Peyton, Duff, White, Whiteley, Dawe, Clift, Hallaren, Fox, and Tait.

So it passed in the negative.

Then the House adjourned until to-morrow, Friday, at four of the clock in the afternoon.

Friday, April 7th, 1893.

Hon. Colonial Secretary laid on the table of the House copy of correspondence relative to contract with the Hall line of steamers.

The following petitions were presented, and it was ordered that they be laid on the table:—

By Mr. Rolls,—From P. Bryan and others, of Tilton Harbor, for a bridge;

From John Watkins and others, of Barred Island, for a break-water;

From R. Gillingham and others, of Gander Bay, for a ferry ;

From W. Collins and others, of Indian Islands, for roads ;

From N. Piercey, of Seldom-Come-By, for a road ;

Also, by Mr. Greene, from M. Keough and others, of Cape Broyle, for roads.

It was ordered that notices of motion by Mr. Murray for a Bill to secure the independence of the members of the Legislature, also for Bill relating to the election of road boards, be deferred.

Motion of Mr. Murray for Bill to abolish the offices of Solicitor General and Financial Secretary was withdrawn by him.

Mr. Murray gave notice that, on Monday next, or whenever this House shall be resolved into a committee of the whole on ways and means, he will propose the following resolutions :—

1. That the proposed alteration in the import duties now imposed, of 5 cents per barrel on flour, is a trifling and vexatious disturbance of the basis of taxation, which has no value on its merits, and is calculated to irritate instead of tranquillizing the public conscience and trade of this colony ;

2. That the proposed reduction in the duties on pork imported into this colony is hostile to the agricultural interests of the colony, and a reversion of the policy of progress in that direction ;

3. That a substantial reduction in the import duties on tea and sugar, which cannot be produced within the colony and are articles of prime necessity and consumption to our fishermen and laboring population, should be made as follows :—

On tea ; of five cents, per lb., or its equivalent ;

On sugar ; of one dollar per cwt., on all grades ;

these reductions being also in the general direction of temperance and thrift ;

4. That this House solemnly protests against any alterations in the tariff of import duties being put in force until the same are approved and ratified by the Legislature of the colony ; a contrary practice being opposed to the spirit of constitutional legislation and restrictive of our constitutional rights and functions as a legislature ;

5. That a general and systematic revision of the present tariff in the interest of equitable taxation should be accomplished forthwith, and

that the tariff when thus permanently adjusted should remain undisturbed for intervals of at least four years, or for such periods as are consistent with the intervals between general elections.

Pursuant to order of the day, the House resolved itself into committee of the whole on the privileges of the House in the matter of certain words taken down on the fifteenth day of March last.

Mr. Speaker left the chair.

Mr. Greene took the chair of the committee.

The House having sat after midnight,

Saturday, April 8th, 1893.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the matter to them referred and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again on Tuesday next.

Ordered that the remaining matters on the order-paper be deferred.

Hon. Receiver General laid on the table the following documents :

Estimate for defraying part of the public expenditure for the year 1893 ;

Detailed statement of magistrates' salaries for 1893.

Estimate for maintenance of light-houses for 1893.

Mr. Morine gave notice that, on to-morrow, he will ask the Colonial Secretary if the attention of the Government has been drawn to the fact that the Government of Spain places Canada on the same footing as the United States in reference to trade with the Spanish West Indies, and if any action has been taken to have this colony placed in the same position ;

Also that, on to-morrow, he will move that an address be presented to His Excellency the Governor requesting a copy of all correspondence relative to the Act passed by the Legislature last year entitled "An Act respecting foreign fishing vessels."

Mr. Murray gave notice that when next the House is moved into supply, on the question being put ' that the Speaker do now leave the chair,' he will move that all the words after ' that' be omitted, and the following substituted as an amendment, namely, " in the opinion of this House

the duties now discharged by the Solicitor General and Financial Secretary of this colony may, with equal efficiency, be discharged without continuing these offices and the salaries in connection with them, and that in the opinion of this House and in the interests of the colony these offices may, without prejudice to the public interest, be abolished and the salaries attached thereto be saved ; therefore resolved that a humble address to His Excellency the Governor be adopted praying that the offices of Solicitor General and Financial Secretary be abolished."

Then the House, pursuant to order, adjourned until Monday next at four of the clock in the afternoon.

Monday, April 10th, 1893.

The following petitions were presented, and it was ordered that they be laid on the table :—

On the subject of roads, by the Receiver General, from M. Careen and others of Point Lance ;

From Wilson Hollett and others, of Sound Island.

By Mr. Dawe, from M. Mackey and others, of Harbor Grace.

By Mr. Thompson, from Rev. G. S. Chamberlain and others, of Herring Neck ; and from J. Purchase and others, of Head Harbour.

Hon. Colonial Secretary laid on the table of the House the following documents :—

Statement of The Canada Life Assurance Company ;

Statement of Newfoundland Graving Dock ;

Statement of Monroe Fibre Company.

Mr. Murray gave notice that he will ask the Hon. the Receiver General to state in one sum the amount expended last year for all purposes over and above the amounts voted by the Legislature at its last session, *i.e.*, the total amount over-expended on Executive responsibility.

The following Bills were read a first time, and it was ordered that they be read a second time to-morrow, namely :—

On motion of Mr. Murray, a Bill to secure the independence of members of the Legislature ;

On motion of Hon. Mr. Morris, a Bill to provide for the recognition in this colony of probates and letters of administration granted in the United Kingdom ;

On motion of Mr. Morine, it was ordered that an address do pass, and be presented to His Excellency the Governor by such members of this House as are of His Excellency's Council, requesting a copy of all correspondence relative to the Act passed by the Legislature last year entitled "An Act respecting foreign fishing vessels."

Ordered that the following be deferred :—

Motion for Bill to amend the Act for the election of road boards ;
Second reading of Bill respecting foreign fishing vessels.

Ordered that Bill to regulate fire insurance in the colony be read a second time to-morrow.

Ordered that motion of Mr. Murray for committee of the whole on a resolution respecting the freehold of the strand of the harbour of St. John's be deferred until Thursday next.

Pursuant to order of the day, and on the question being put by Mr. Speaker " that I do now leave the chair," the House resolved itself into committee of the whole on ways and means.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the matter to them referred, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again on Thursday next, and that same stand first on the order of the day.

It was moved by Hon. Mr. Morris, seconded by Mr. Hallaren, that the Bill respecting foreign fishing vessels be now read a second time.

The question being put, the House divided thereon, when there appeared for the affirmative nineteen, namely, Hon. Receiver General, Hon. Surveyor General, Hon. E. P. Morris, Messrs. Murphy, Thompson, Burgess, Geran, Webber, Peyton, Whiteley, Duff, Dawe, Clift, McGrath, Hallaren, F. Morris, Woodford, Fox, and Murray ; and against the second reading three, namely, Messrs. Morine, Rolls, and Fearn. So it passed in the affirmative, and it was ordered accordingly.

The said Bill was then read a second time, and it was ordered that the same be committed to committee of the whole on to-morrow.

It was moved by Mr. Murray that the Bill to amend the law as to masters and servants be now read a second time.

There being no seconder, it was ordered that the Bill be dropped from the order-paper.

It was moved by Mr. Murray that the Bill to amend the law relating to lotteries be now read a second time, and it was seconded by Mr. Morine.

The question being put, the House divided thereon, when there appeared for the affirmative ten, namely, Mr. Murray, Mr. Morine, Hon. Colonial Secretary, Hon. Surveyor General, and Messrs. Thompson, Duff, Dawe, Tait, Rolls, and Fearn; and in the negative nine, namely, Hon. Receiver General, Hon. E. P. Morris, and Messrs. Geran, Webber, McGrath, Hallaren, F. Morris, Woodford, and Fox. So it passed in the affirmative, and it was so ordered.

The said Bill was then read a second time, and it was ordered that the same be committed to committee of the whole on to-morrow.

It was moved by Mr. Murray, seconded by Mr. McGrath, that the Bill to amend the game law be now read a second time.

It was moved in amendment by Hon. Colonial Secretary, seconded by Mr. Rolls, that the said Bill be read a second time this day six months.

The question being put that all the words of the question after the word ' that ' be left out and the words " the said Bill be read a second time this day six months " inserted instead thereof, it passed in the affirmative.

The question, as amended, being put, it passed in the affirmative, and it was ordered accordingly.

Ordered that second reading of seal-fishery Bill be deferred.

It was moved by Mr. Morine, seconded by Mr. Rolls, that an order of this House do issue to the Surveyor General to lay upon the table of the House a full and complete copy of statement in detail of the expenditure of the sum of \$619.55 upon " railway connecting roads."

The question being put, it passed in the negative.

Then the House adjourned until to-morrow, at four of the clock in the afternoon.

Tuesday, April 11th, 1893.

Pursuant to order of the day, the House resolved itself into committee of the whole on the privileges of this House.

Mr. Speaker left the chair.

Mr. Greene took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the matter to them referred and asked leave to sit again.

Ordered that the said report be received and that the committee have leave to sit again to-morrow.

Pursuant to order of the day, the House resolved itself into committee of the whole on Bill respecting foreign fishing vessels.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the Bill with amendments.

Ordered that the report be received and adopted, and that the Bill as amended be engrossed, and read a third time to-morrow.

The Bill relating to the recognition of probates and letters of administration granted in Great Britain and Ireland was read a second time, and it was ordered that the same be committed to committee of the whole House to-morrow.

At five of the clock a message from His Excellency the Governor was delivered by W. F. Rennie, Esq., Gentleman Usher of the Black Rod, commanding the immediate attendance of Mr. Speaker and the House in the Council Chamber.

Then Mr. Speaker and the House attended His Excellency in the Council Chamber, when His Excellency was pleased to assent to the Bill entitled "An Act to amend 54 Vic., cap. 8, entitled 'An Act to amend an Act passed in the 53rd year of the reign of Her present Majesty, entitled an Act to amend 52 Vic., cap. 4, and to make further provision for the construction and equipment of a line of railway towards Hall's Bay and of a branch to Brigus or Clark's Beach, and for other purposes.'"

And Mr. Speaker and the House having returned to the Assembly Room, Mr. Speaker left the chair till six of the clock of this day.

Mr. Speaker resumed the chair.

Ordered that the matters remaining on the order-paper be deferred until to-morrow.

Hon. Mr. Morris gave notice that, on to-morrow, he will ask leave to introduce a Bill to make better provision for the widows of certain intestates in the distribution of such intestates' property.

Then the House adjourned until to-morrow, Wednesday, at four of the clock in the afternoon.

Wednesday, April 12th, 1893.

Mr. Murray gave notice that, on to-morrow, he will ask leave to introduce a Bill to enlarge the jurisdiction of the Central District Court by amending chapter of the Consolidated Statutes (second series), entitled "Of District Courts."

Mr. Morine gave notice that, on to-morrow, he will ask the Receiver General to lay upon the table of the House the following statements:—

1. A comparative statement of receipts from outport Customs officers during the latter half of 1891 and 1892 respectively;

2. A comparative statement of the Customs duties received in the latter half of 1891 and 1892 respectively upon each of the following classes of importations, that is to say: flour, Indian meal, spirits, sugar, tea, goods paying 10, 12½, 20, 25, 30, 35, and 40 per ct. *ad valorem*;

Also that, on to-morrow, he will ask the Surveyor General what is the total amount awarded up to date in connection with the rebuilding of St. John's under the Act passed last session.

The Hon. Colonial Secretary, by command of His Excellency the Governor, laid on the table of the House the following documents:—

Communication of His Excellency enclosing the following documents;

Report of chairman of Relief Committee ;

Statement by the treasurer of said committee shewing general statement of receipts and payments ;

Statement by the receiving, selling, and purchasing committee of goods received, imported, purchased, and sold.

Hon. Receiver General laid on the table his financial statement.

The following petitions were presented, and it was ordered that the same be laid on the table :—

On the subject of Teachers' Pension Scheme,—

By Mr. Murray,—From Rev. G. H. Field and others, of Burgeo ;

By Mr. McGrath,—From M. O'Reilly and others, of Little Placentia ;

By Mr. Shea,—From W. P. Ronayne and others, of Bay Bulls ;

By Surveyor General,—From E. Martin and others, of Bay-de-Verde.

On the subject of seal killing on Sundays,—

By Colonial Secretary,—From Rev. W. Kendall and others, of Green's Harbor ; and from Rev. T. W. Atkinson and others, of Heart's Content ;

By Surveyor General,—From Rev. A. Hill and others, of Bay-de-Verde ; from Rev. S. Snowden and others, of Old Perlican ; and from Rev. R. W. Freeman and others, Bay-de-Verde.

On the subject of roads,—

By the Colonial Secretary,—From Rev. John Pye and others, of Random ;

By Mr. Murphy,—From Martin Rogers and others, and from Patrick Downs and others, of Torbay ;

By Mr. Webber,—From Joseph Butler and others, of Robin Hood ; and from Nehemiah Frost and others, of Random South ;

By Mr. McGrath,—From P. O'Reilly and others, of Placentia ;

By Mr. Thompson,—From H. Elliott and others, of Beaver Cove ; and from Rev. R. Walsh and others, of Leading Tickle ;

Also, by Mr. Shea,—From W. J. Battcock and others, of Brigus South, for a bridge.

By Mr. McGrath,—From Thomas Manning and others, of Little Harbor, for a bridge.

By Mr. Webber,—From Rev. P. A. Carolan and others, of Trinity Bay, for a constable at Heart's Ease.

By Mr. Dawe,—From P. G. Walsh and others, of Harbor Grace, for a public wharf.

By Mr. McGrath,—From Rev. W. B. Ambrose and others, of Placentia Bay, on subject of lobster fishery.

By Hon. Colonial Secretary,—From S. Martin and others, of Heart's Ease, for a railing fence.

On motion of Hon. Receiver General, it was ordered that a supply be granted to Her Majesty.

Hon. Receiver General gave notice that, on Friday next, he will move this House into committee of the whole on supply.

The following Bills were read a first time, and it was ordered that the same be read a second time to-morrow :—

On motion of Mr. Murray, a Bill to amend the Act for the election of road boards.

On motion of Hon. Mr. Morris, a Bill to make better provision for the widows of certain intestates in the distribution of such intestates' property.

The Bill relating to foreign fishing vessels was read a third time, and it was ordered that the same do pass, and be entitled "An Act respect foreign fishing vessels," and that the Clerk carry the same to the Council and desire their concurrence.

Pursuant to order of the day, the House resolved itself into committee of the whole in the matter of the privileges of this House and respecting certain words taken down on the fifteenth day of March last.

Mr. Speaker left the chair.

Mr. Greene took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred, and had adopted a resolution as follows :—

"Whereas on the 15th day of March last, in the course of debate, the following words were used by Dr. Tait, one of the members for the district of Burin, in reference to certain acts of Sir James Winter, the other member for the said district :

" One Coady had a claim against the Government while Sir James

“ Winter was Attorney General. Sir James Winter received one thousand dollars as Attorney General at the Receiver General’s office and gave no receipt therefor ; Sir James Winter retained eight hundred dollars of the amount for a claim he had against Coady ; afterwards Sir James Winter was retained, or his firm was retained, to prosecute Coady’s claim against the Government, and then contended that Coady’s claim should be paid ” ;

And whereas on motion of Sir James Winter the said words were ordered to be taken down ;

And whereas this committee of privilege appointed to enquire into the charge aforesaid has heard the evidence produced before it ;

Resolved,—That this committee is of opinion that Dr. Tait was justified in the use of the words reported to the House, subject to this qualification, namely, that Sir James Winter did give a receipt, and whilst it might be inferred from a perusal of the judgments of the Judges of the Supreme Court, as published in the *Royal Gazette*, that the \$1,000 was received by Sir James Winter as Attorney General, it is evident by the sworn testimony of Sir James Winter, given before this committee, that the receipt was given by him as the agent of Coady, while he was Attorney General.”

Ordered that the said report be received.

On motion that the report be adopted, it was moved in amendment by Mr. Morine, seconded by Mr. Fearn, that the following resolution be adopted instead thereof :—

“ *Resolved (1)*,—That the committee are of opinion that the words used by Dr. Tait concerning Sir James Winter are incorrect in fact and in imputation and not adequately supported by anything in the judgments by Judges of the Supreme Court in the case of Coady v. the Government ;

(2),—But that there was sufficient in the judgments to mislead a layman like Dr. Tait into the belief that the words used by him were correct ;

(3),—And therefore the House is of opinion that Dr. Tait should express his regret that he was induced to make use of the words taken down ;

(4),—And that the words referred to be stricken from the Journals of the House.”

The amendment being put, the House divided thereon, when there appeared for the amendment nine, namely, Messrs. Morine, Fearn, Greene, Carty, Rolls, Morison, Munn, Shea, and Sir J. S. Winter; and against the amendment fifteen, namely, Hons. the Premier, Colonial Secretary, Receiver General, Surveyor General, E. P. Morris, and Messrs. Thompson, Burgess, Geran, Webber, Duff, Whiteley, Dawe, Clift, McGrath, and F. Morris.

So it passed in the negative.

The question of the adoption of the report being put, it passed in the affirmative on the like division, and it was ordered accordingly.

The Hon. Mr. Morris gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend section 3 of chapter 2, 55 Victoria, which regulates the sailing of steamers to the seal fishery, and as to a second or subsequent trips;

Also that, on to-morrow, he will move that the rules of the House as to Bills be suspended in reference to the passing of the said Bill.

Ordered that the other matters on the order-paper be deferred until to-morrow.

Then the House adjourned until to-morrow, Thursday, at four of the clock in the afternoon.

Thursday, April 13th, 1893.

Hon. Receiver General laid on the table of the House table of imports and exports for 1892.

The following petitions were presented, and it was ordered that the same be laid on the table:—

On the subject of roads, by Mr. Clift,

From Thomas Mercer and others, of Black Duck Pond;

From Thomas King and others, of Long Pond;

From Rev. E. F. Walsh and others, of Port-de-Grave.

By Mr. Hallaren,—From J. Kearsey and others, of Torbay.

By Mr. Duff,—From John Sullivan and others, of Mosquito.

On the subject of seal-killing on Sundays :

By Mr. Clift,—From Rev. R. H. Taylor and others, of Brigus ;

From Rev. T. D. Dunn and others, of same place ;

From W. J. Bussey and others, of Port-de-Grave.

Also, from Rev. J. Pincock and others, of Brigus, for woman suffrage on liquor questions.

By Mr. Murphy,—From Lizzie Nurse and others, of St. John's on the same subject.

By Mr. Munn,—From Patience Parsons and others, of Harbour Grace, on the same subject.

Ordered that motion for first reading of Bill to enlarge the jurisdiction of the Central District Court be deferred until to-morrow.

Committee of the whole on ways and means standing first on the order of the day, and the question being put by Mr. Speaker "that I do now leave the chair," it was moved in amendment by Mr. Murray, seconded by Mr. Morison, that all the words of the question after the word "that" be left out in order to insert the words following, namely, "The proposed alteration in the import duties now imposed, of five cents per barrel on flour, is a trifling and vexatious disturbance of the basis of taxation, which has no value on its merits, and is calculated to irritate instead of tranquillizing the public conscience and trade of this colony ;

2. That the proposed reduction on the duties on pork imported into this colony is hostile to the agricultural interests of the colony, and a reversion of the policy of progress in that direction ;

3. That a substantial reduction in the import duties on tea and sugar, which cannot be produced within the colony, and are articles of prime necessity and consumption to our fishermen and labouring population, should be made as follows :

On tea ; of five cents per pound, or its equivalent ;

On sugar ; of one dollar per cwt. on all grades ;

These reductions being also in the general direction of temperance and thrift ;

4. That this House solemnly protests against any alterations in the tariff of import duties being put in force until the same are approved and ratified by the Legislature of the colony, a contrary practice being

opposed to the spirit of constitutional legislation and restrictive of our constitutional rights and functions as a Legislature ;

5. That a general and systematic revision of the present tariff in the interest of equitable taxation should be accomplished forthwith, and that the tariff when thus permanently adjusted should remain undisturbed for intervals of at least four years, or for such periods as are coincident with the intervals between general elections."

The question being put that all the words of the question proposed to be left out stand part of the question, it passed in the affirmative, and it was ordered accordingly.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred, had made some progress, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again on Monday next, and stand first on the order of the day.

Hon. E. P. Morris presented a petition from the Chamber of Commerce, praying a repeal of the seal-fishery laws for the present season ;
Also, a petition from the Coopers' Union, of St. John's, on the same subject.

Ordered that said petitions be laid on the table.

Pursuant to notice, and on motion of Hon. Mr. Morris, a Bill to amend 55 Vic., cap. 2, was read a first time, and it was ordered the same be read a second time to-morrow, and stand first on the order of the day.

Pursuant to notice, and on motion of Hon. Mr. Morris, it was ordered that the rules of the House be suspended in relation to the passing of the said Bill.

Ordered that the remaining matters on the order-paper be deferred till to-morrow.

Then the House adjourned until to-morrow, Friday, at four of the clock in the afternoon.

Friday, April 14th, 1893.

The following petitions were presented, and it was ordered that they be laid on the table :—

For roads, by Hon. Colonial Secretary,—From Reuben Armstrong and others, of Lance Cove, and from John Matthews and others, of the same place.

By Mr. Murphy,—From P. Grouchy and others, of Pouch Cove ;
From Patrick Quigley and others, of Torbay ;

From James McGrath, of Torbay.

By Mr. Morine,—From E. Penney and others, of Keels.

By Mr. Rolls,—From W. Godwin and others, of Barred Islands.

On subject of the Teachers' Pension Scheme, by Mr. Morine,—
From S. Whiteway and others, of Bonavista ;

From Joseph Squires and others, of Greenspond ;

From Patrick Walsh and others, of Plate Cove. Also,

By Colonial Secretary,—From M. A. Stentaford and others, o
Trinity district, for woman suffrage on liquor legislation ;

From Rev. John Pye and others, of Shoal Harbor, for a right of
way ;

From Rev. John Pye and others, on the subject of seal killing on
Sundays ;

By Mr. Rolls,—From Thomas Anthony and others, of Barred Is-
lands, for telegraph extension.

By Mr. McGrath, from Philip Power and others, of Audierne, for a
public wharf.

Mr. Murray, pursuant to notice, asked leave to introduce a Bill to
amend chapter — of the Consolidated Statutes (second series) entitled
“ Of Dictrict Courts,” in order to enlarge the jurisdiction of the Central
District Court.

The question being put that the hon. member have leave to intro-
duce the said Bill, and that it be now read a first time, the House
divided thereon, when there appeared for the affirmative seven, namely,
Messrs. Murray, Greene, Rolls, Morine, Morison, Munn, and Fearn ;
and for the negative seventeen, namely, Hons. the Premier, Colonial
Secretary, Receiver General, Surveyor General, E. P. Morris, The
Financial Secretary, Messrs. Thompson, Burgess, Geran, Webber, Pey-
ton, Whiteley, Dawe, McGrath, F. Morris, Woodford and Tait.

So it passed in the negative, and was ordered accordingly.

Pursuant to order of the day, it was moved by Hon. E. P. Morris, seconded by Mr. Munn, that the Bill to amend 55 Vic., cap. 2, entitled "An Act to regulate the prosecution of seal fishery" be now read a second time.

It was moved in amendment by Hon. Colonial Secretary, seconded by Mr. Morine, that the words of the question after the word "that" be left out and the following inserted, "this Bill be read a second time this day six months."

The question being put that the words proposed to be left out stand part of the question, the House divided thereon, when there appeared for the negative seventeen, namely, Hons. Premier, Colonial Secretary, Receiver General, Surveyor General, and Messrs. Thompson, Burgess, Webber, Peyton, Dawe, Clift, Woodford, Tait, Rolls, Morine, Morison, Fearn, and Murray; and for the affirmative fifteen, namely, Hon. E. P. Morris, The Financial Secretary, and Messrs. Murphy, Geran, White, Whiteley, McGrath, Hallaren, F. Morris, Fox, Greene, Carty, Munn, Shea, and Sir James Winter.

So it passed in the negative.

The question being put that the words of the amendment be inserted in lieu thereof, it was resolved in the affirmative, and it was ordered accordingly.

Mr. Murray gave notice that, when next the House is moved into supply, on the question being put that the Speaker do now leave the chair, he will move that all the words after "that" be omitted, and the following substituted as an amendment, namely, "in the opinion of this House the duties now discharged by the Solicitor General and Financial Secretary of this colony may with equal efficiency be discharged without continuing these offices and the salaries in connection with them, and that in the opinion of this House and the interests of the colony those offices may, without prejudice to the public interest, be abolished and the salaries attached thereto be saved; *Therefore resolved* that a humble address to His Excellency the Governor be adopted, praying that the offices of Solicitor General and Financial Secretary be abolished."

Mr. Murray also gave notice that, on to-morrow, he will move the first reading of a Bill to enlarge the jurisdiction of the Central District Court;

Also that, on to-morrow, he will move the second reading of the Bill introduced by him to amend the Education Act.

Pursuant to order of the day, the House resolved itself into committee of the whole on supply.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the matter to them referred, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again on Tuesday next.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Lotteries Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

Ordered that the remaining matters of the order-paper be deferred till to-morrow.

Then the House adjourned until Monday next, at four of the clock in the afternoon.

Monday, April 17th, 1893.

The Hon. Colonial Secretary laid on the table of the House report of the Inspector of Pickled Fish.

The following petitions were presented, and it was ordered that they be laid on the table:—

On the subject of roads:

By Mr. Greene,—From W. Williams and others, of Bay Bulls.

By the Premier,—From Rev. J. Pye and others, of Snook's Harbour.

By the Financial Secretary,—From P. Hartington and others, of Rencontre; from Aaron Fiander and others, of English Harbor.

By Mr. F. Morris,—From Rev. E. Colley and others, of Upper and Lower Gullies ; and from James Kelly and others, of Bacon Cove.

By Mr. Fox,—From W. Allen and others, of Flat Rock.

By the Receiver General,—From Rev. V. Reardon and others, of St. Mary's.

By Mr. Hallaren,—From the following, of Pouch Cove : Clement Hudson and others, James Baldwin, John Butler and another.

On the subject of killing seals on Sunday :

By Mr. Clift,—From Rev. J. Pincock and others, of Brigus ;

By Mr. Webber,—From J. Barnes and others, of English Harbor.

By Mr. Fox,—From Rev. S. Matthews and others, of Pouch Cove.

By Mr. Shea,—From Rev. L. Vereker and others, of Ferryland, for a public wharf.

By Hon- Surveyor General,—From Samuel Jeans and others, of Bay-de-Verde, on subject of woman suffrage (liquor).

By Mr. Greene,—From Garrett Jackman and others, of Renew, on the subject of bultows.

By The Financial Secretary,—From William Yarn and others, of Mose Ambrose, for a breakwater ; and from E. Bartlett and others, of Coomb's Cove, on same subject.

By Mr. Fox,—From M. A. Parsons and others, of St. John's, on the subject of publishing the debates.

By Mr. Thompson,—From Charles White and others, of Twillingate, on the subject of teachers' pensions.

By Mr. Thompson,—From Isaac Pond and others, of Twillingate, on the subject of harbor bar.

Mr. Morine gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend 55 Vic., cap. 12, entitled "An Act to amend the law relating to the solemnization of marriage."

Mr. Murray gave notice that, on to-morrow, he will ask leave to introduce a Bill to qualify voters to vote in certain cases.

Mr. Shea gave notice that, on to-morrow, he will ask the Hon. the Premier if it is the intention of the Government to introduce during the present session of the Legislature any legislation for the reorganization of the St. John's Fire Brigade.

Mr. Morine gave notice that, on to-morrow, he will ask the Attorney General if any complaint was made in 1892 concerning the loss of the schooner *Greyhound* in Cupids, and if any action has been taken by him in connection therewith; if so, what.

On motion of Mr. Murray, pursuant to notice, a Bill to enlarge the jurisdiction of the Central District Court was read a first time, and it was ordered that it be read a second time to-morrow.

Mr. Murray, pursuant to notice, moved, seconded by Mr. Morine, that the Bill to amend the Education Act of 1892 be now read a second time.

With the assent of the House, it was ordered that the debate on the said Bill be adjourned until Monday next, and that it then stand first on the order of the day.

Pursuant to order of the day, the House resolved itself into committee of the whole on ways and means.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred, and had adopted certain resolutions, as follows:—

Resolved (1),—That it is the opinion of this committee that the table of duties upon goods, wares, and merchandize imported into Newfoundland and its dependencies, as prescribed in an Act passed in the 54th year of the reign of Her present Majesty, chapter 3, entitled “An Act for granting to Her Majesty certain duties on goods, wares, and merchandize imported into this colony and its dependencies,” which Act was continued and amended by an Act passed in the 55th year of the reign of Her present Majesty, chapter 1, entitled “An Act for granting to Her Majesty certain duties on goods, wares, and merchandize imported into this colony and its dependencies,” which Acts were further amended by an Act passed in the first session of the 56th year of the reign of Her present Majesty, entitled “An Act to amend an Act 55 Victoria, entitled ‘An Act for granting to Her Majesty certain duties on goods, wares, and merchandize imported into this colony and its dependencies’” be adopted as amended by the last two recited Acts, except as mentioned in the following resolutions:—

Resolved (2),—That the duties set forth and opposite the follow-

ing articles be raised, levied, collected and paid in lieu of the duties upon the said articles imposed by the said hereinbefore recited Acts, viz. ; on

Flour, the barrel	\$00 25
Pork, the barrel of 200 lbs	1 50

Resolved, (3).—That the table of exemptions as in the said Acts set forth be amended by the addition thereto of the words following:—
“ Cotton-seed oil, olive oil, boracic acid, preservalene, when imported direct to be used in the preserving of fish.”

Resolved, (4).—That a drawback be allowed on all native edible fish when packed in $\frac{1}{4}$'s or $\frac{1}{2}$'s (sardine cans) of 35 cents per 100 lbs. of fish exported.

Resolved, (5).—That the several provisions in the Acts in the first resolution mentioned, connected with the collection of duties on goods, wares, and merchandize imported into this colony and its dependencies, and otherwise, be re-enacted for one year with the above amendments.”

Ordered that the said report be received.

On the question being put that the said report be adopted, it was moved in amendment to resolution No. 1, by Mr. Morine, seconded by Mr. Fearn, that all the words of the said resolution after the word “ that” be left out and the following substituted:—

“ The Customs tariff heretofore in force has borne unfairly upon the fishing and laboring classes, and should be re-arranged ;

That in any such re-arrangement the rates of duty upon the necessities of life should be materially decreased ;

That in view of its frequent pledges to procure a re-arrangement of the tariff, the Government has not discharged the obligations incumbent upon it concerning this matter.”

The question being put that the words proposed to be left out stand part of the question, the House divided, when there appeared for the affirmative fourteen, namely, Hons. the Premier, Receiver General, Surveyor General, E. P. Morris, and Messrs. Thompson, Burgess, Geran, Webber, Whiteley, Dawe, Clift, Hallaren, Fox, and Tait ; and in the negative five, namely, Messrs. Morine, Fearn, Munn, Murray, and Sir J. S. Winter. So it passed in the affirmative.

It was moved by Mr. Morine, seconded by Mr. Fearn, that all the

words of the second resolution after the word "that" be left out and the following substituted:—

"*Whereas* the reduction of five cents per barrel on flour, and twenty-five cents per barrel on pork, proposed by the Government to be made in the tariff of Customs duties, cannot benefit the masses of the people to any appreciable extent, but only profit importers and wholesale dealers; *Resolved* that a reduction of five cents per gallon should be made in the duty on molasses, so that the fishing and laboring classes may be especially benefitted."

The question being put that the words proposed to be left out stand part of the question, the House divided, when there appeared in the affirmative fourteen, and in the negative five, the names being the same as in the last division, and it was ordered accordingly.

It was moved by Sir J. S. Winter, seconded by Mr. Morine, that all the words of the second resolution after the word "that" be left out and the following substituted:—

"It is the opinion of this committee that, instead of the reduction of duty on flour and pork proposed by the Receiver General, a reduction of the duty on tea to the amount of five cents per pound would be more advantageous to the general consumer, and especially the fishing and working classes, and more befitting a sound financial and economic policy."

The question being put that the words proposed to be left out stand part of the question, it passed in the affirmative, the names being the same as in the first division; and it was ordered accordingly.

It was moved by Mr. Morine, seconded by Mr. Fearn, that all the words of the second resolution after the word "that" be left out, and the following substituted:—

"*Whereas* the reduction of five cents per barrel on flour, and twenty-five on pork, cannot benefit the mass of the people, but only the merchant, importer, and middle man;

And whereas the House has refused to make a reduction in the duties upon molasses and tea in lieu thereof;

Resolved that the reduction proposed should not be made, but that the amount thereof should be specially allocated to the payment of increased salaries to school teachers."

The question being put that the words proposed to be left out

stand part of the question, the House divided, when there appeared in the affirmative fourteen, and in the negative five, the names being the same as in the first division ; and it was so ordered.

It was moved by Mr. Murray, seconded by Mr. Fearn, in amendment to resolution number one, that all the words of the said resolution after the word " that " be left out, and the following substituted :—

" 1. The proposed alteration in the import duties now imposed, of five cents per barrel on flour, is a trifling and vexatious disturbance of the basis of taxation, which has no value on its merits, and is calculated to irritate instead of tranquillizing the public conscience and trade of this colony ;

2. That the proposed reduction on the duties on pork imported into this colony is hostile to the agricultural interests of the colony, and a reversion of the policy of progress in that direction ;

3. That a substantial reduction in the import duties on tea and sugar, which cannot be produced within the colony and are articles of prime necessity and consumption to our fishermen and labouring population, should be made as follows :

On tea ; of five cents per pound, or its equivalent ;

On sugar ; of one dollar per cwt. on all grades ;

These reductions being also in the general direction of temperance and thrift ;

4. That this House solemnly protests against any alterations in the tariff of import duties being put in force until the same are approved and ratified by the Legislature of the colony, a contrary practice being opposed to the spirit of constitutional legislation and restrictive of our constitutional rights and functions as a Legislature ;

5. That a general and systematic revision of the present tariff in the interest of equitable taxation should be accomplished forthwith."

The question being put that the words proposed to be left out stand part of the question, the House divided thereon, when there appeared in the affirmative fourteen, and in the negative five, the names being the same as in the first division.

So it passed in the affirmative, and it was ordered accordingly.

The question being then put that the report of the committee be adopted, it passed in the affirmative on a like division, and it was ordered accordingly.

Pursuant to the said resolutions, and on motion of the Receiver

General, a Bill 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 it was ordered that the same be read a second time to-morrow.

Ordered that the remaining matters on the order-paper be deferred.

Hon. Mr. Morris gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend and consolidate the laws relating to the civil and criminal jurisdiction of magistrates.

The Chairman of the Board of Works gave notice that, on Wednesday next, he will move the House into committee of the whole on roads and bridges.

Then the House, pursuant to order, adjourned until to-morrow, Tuesday, at four of the clock in the afternoon.

Tuesday, April 18th, 1893.

The Hon. Colonial Secretary laid on the table of the House

Report of the Board of Agriculture ;

Rules recommended by the Fisheries Commission.

The following petitions were presented, and it was ordered that they be laid on the table :—

By the Colonial Secretary,—From John Bugden and others, of Elliott's Cove, on subject of a ferryman.

By Hon. E. P. Morris,—From James Baird and others, of St. John's, in reference to St. John's Athenæum Library ;

From Rev. A. D. Morton and others, of St. John's, on the subject of intoxicating liquors ; also from James Healey and others, of Blackhead, for a wharf.

By Mr. Dawe,—From F. Brown and others, of Harbor Grace, as to diverting course of a stream.

By Dr. Tait,—From Rev. F. J. Newman and others, of Fortune ; also from Rev. W. Swann and others, of Burin, on the subject of in-

toxicating liquors ; also from J. Whelan and others, of Great St. Lawrence, on the subject of bultows.

By Sir J. S. Winter,—From Charles Hooper and others, of Rock Harbor, for roads.

By Mr. Thompson,—From D. Scott and others, of Twillingate, for a well.

Pursuant to notice, and on motion of Mr. Murray, a Bill to qualify voters to vote in certain cases was read a first time, and it was ordered that the same be read a second time to-morrow.

Ordered that motion for Bill to amend 55 Vic., cap. 12, be deferred.

Pursuant to notice, and on motion of Hon. Mr. Morris, a Bill to amend and consolidate the law relating to the civil and criminal jurisdiction of magistrates was read a first time, and it was ordered that the same be read a second time to-morrow.

Pursuant to order of the day, the House resolved itself into committee of the whole on supply.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the matter to them referred, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again to-morrow.

Ordered that the remaining matters on the order-paper be deferred.

Then the House adjourned until to-morrow, Wednesday, at four of the clock in the afternoon.

Wednesday, April 19th, 1893.

The following petitions were presented, and it was ordered that they be laid on the table :—

By Mr. Carty,—From P. F. Holden and others, of Port au Port, for roads.

By Mr. F. Morris,—From Rev. M. Hanley and others, for a public wharf.

Mr. Morine gave notice that, on to-morrow, he will ask the Colonial Secretary to lay on the table a copy of the agreements with the Star of the Sea Society, and the Sons of Temperance Society relative to the employment of their buildings for public purposes ;

Also that, on to-morrow, he will ask leave to introduce a Bill to amend "The Education Act 1892."

On motion of Mr. Morine, pursuant to notice, a Bill to amend the Act passed in the 55th year of the reign of Her present Majesty, cap. 12, entitled "An Act to amend the law relating to the solemnization of marriage," was read a first time, and it was ordered that the same be read a second time to-morrow.

Pursuant to order of the day, the House resolved itself into committee of the whole on roads and bridges.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred and had adopted certain resolutions as follows :—

Resolved,—That there be granted to Her Majesty, her heirs and successors the sum of one hundred and twenty-five thousand and three dollars for making and repairing roads, streets, and bridges, and other public works in this colony, as follows :—

Resolved,—That a Bill be enacted in conformity to these resolutions."

[The votes in the said resolution being subject to amendment when the House is in committee on the Bill, they will appear in the appendix of this Journal.]

Ordered that the said report be received and adopted.

Pursuant to the said resolutions, and on motion of the Chairman of the Board of Works, a Bill to grant to Her Majesty the sum of \$125,003, for making, 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 time ; and it was ordered to be read a second time to-morrow.

Pursuant to the order of the day, Mr. Murray moved, seconded by Mr. Greene, that the Bill to secure the independence of members of the Legislature be now read a second time.

It was moved in amendment by the Colonial Secretary, seconded by the Receiver General, that the Bill be read a second time this day six months.

The question being put that all the words of the original motion after the word "that" be left out in order to insert the words "this Bill be read a second time this day six months," it passed in the affirmative. The question as amended being put, it passed in the affirmative, and it was ordered accordingly.

Pursuant to the order of the day, Mr. Murray moved, seconded by Mr. Greene, that the Bill to regulate fire insurance be now read a second time.

The question being put, it passed in the negative.

Pursuant to order of the day, the Bill to amend the law relating to masters and servants was read a second time, and it was ordered that the same be committed to committee of the whole to-morrow.

Pursuant to order of the day, the Bill to make better provision for the widows of certain intestates was read a second time, and it was ordered that the same be committed to committee of the whole to-morrow.

Pursuant to order of the day, the Revenue Bill was read a second time, and it was ordered that the same be committed to committee of the whole to-morrow.

Ordered that committee of the whole on supply be deferred until Friday next, then to stand first on the order of the day.

Ordered that the remaining matters on the order-paper be deferred.

Mr. Murray gave notice that, on Monday next, he will move the second reading of the Bill to amend 53 Vic., cap. 5, relating to local government of towns and settlements.

Then the House adjourned until to-morrow, Thursday, at four of the clock in the afternoon.

Thursday, April 20th, 1893.

Mr. Dawe presented a petition from Rev. Mr. Saunderson and others, of Island Cove, on the subject of roads.

Ordered that said petition lie on the table.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Revenue Bill.

Mr. Speaker left the chair.

Mr. Dawe took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill, and had passed the same without amendment.

Ordered that the report be received and adopted, and that the Bill be engrossed and read a third time to-morrow.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Bill relating to widows' shares of intestate estates.

Mr. Speaker left the chair.

Mr. Shea took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the matter to them referred, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again to-morrow.

Pursuant to order of the day, it was moved by Mr. Shea, seconded by Mr. Geran, that the Bill to amend the law relating to the seal fishery be now read a second time.

Ordered that the debate on the said motion be adjourned until to-morrow.

Pursuant to order of the day, the Bill to amend the law relating to the solemnization of marriage was read a second time, and it was ordered that the same be committed to committee of the whole to-morrow.

Pursuant to order of the day, the Bill to amend and consolidate the laws relating to the civil and criminal jurisdiction of magistrates was read a second time, and it was ordered that the same be committed to committee of the whole to-morrow.

Pursuant to order of the day, the Road Bill was read a second time, and it was ordered that the same be committed to committee of the whole to-morrow.

Ordered that the remaining matters on the order-paper be deferred.

Hon. Sir W. V. Whiteway presented a petition from Rev. James Wilson and others, of Hant's Harbour, on the subject of seal-killing on Sunday.

Ordered that said petition be laid on the table.

Then the House adjourned until to-morrow, Friday, at four of the clock in the afternoon.

Friday, April 21st, 1893.

Mr. Whiteley gave notice that, on Monday next, he will move the House into committee of the whole to consider rules and regulations recommended by the Fisheries Commission.

Mr. Morine presented a petition from William Russell and others, of Tickle Cove, for a road.

Mr. Webber presented petitions on the subject of the Teachers' Pension Scheme, from Alexander Coffin and others, of Heart's Content; also from Luke Pitman and others, of New Perlican.

Ordered that said petitions be laid on the table.

Pursuant to order of the day, the Revenue Bill was read a third time, and it was ordered that the same do pass, and be entitled "An Act for granting to Her Majesty certain duties on goods, wares, and merchandize imported into this colony and its dependencies," and that the Clerk carry the said Bill to the Council and request their concurrence.

Pursuant to order of the day, the House resolved itself into committee of the whole on Bill relating to probates and letters of administration.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill, and had passed the same with amendments.

Ordered that the report be received and adopted, and that the said Bill as amended be engrossed and read a third time to-morrow.

Pursuant to order of the day, the House resolved itself into committee of the whole on Bill to amend the law relating to marriage.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the consideration of the said Bill, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again to-morrow.

It was ordered that the Bill to amend and consolidate the laws relating to the jurisdiction of magistrates be referred to a select committee, and that the following be such select committee: Hon. the Premier, Sir J. S. Winter, Mr. Greene, Mr. Speaker, Mr. Morison, Mr. Murphy, Hon. Mr. Morris, Mr. Carty, Mr. Clift, Mr. F. Morris, and Mr. Morine.

Pursuant to order of the day, the House resolved itself into committee of the whole on Road Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the said Bill with some amendments.

Ordered that the report be received and adopted, and that the said Bill be engrossed as amended and read a third time to-morrow.

Committee of the whole on supply standing next on the order of the day, and the question being put by Mr. Speaker "that I do now leave the chair," it was moved in amendment by Sir James Winter, seconded by Mr. Morine, that all the words of the question after the word "that" be left out and the following inserted, "this House considers that the financial policy of the Government in maintaining and largely increasing the current expenditures upon ordinary services as against an abnormal and

temporary increase of revenue, and in view of the further inevitable additions to the public burthens in the immediate future entailed by the construction and maintenance of the railway and other services necessarily connected therewith, is fraught with danger to the public credit of the colony and to its industrial and material interests ; and that the present position and future outlook in relation to the fiscal matters calls for a comprehensive and effective revision of the entire financial system with a view to the equalization of current expenditure with income and the placing of the public finances upon a sound and healthy footing."

The question being thereupon put that the words proposed to be left out stand part of the question, the House divided thereon, when there appeared in the affirmative eighteen, namely, Hons. the Premier, Colonial Secretary, Receiver General, Surveyor General, E. P. Morris, and Messrs. Murphy, Thompson, Burgess, Geran, Webber, Peyton, Whiteley, Dawe, Clift, Hallaren, F. Morris, Woodford, and Fox ; and in the negative five, namely, Sir James Winter, Messrs. Morine, Greene, Carty, and Morison. So it passed in the affirmative, and it was ordered accordingly.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

The House having sat after midnight,

Saturday, April 22nd, 1893.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in considering the matter to them referred, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again on Tuesday next, and then stand first on the order of the day.

Ordered that the remaining matters on the order-paper be deferred.

Mr. Morison gave notice that, on to-morrow, he will move that a select committee be appointed to consider the report and accounts of the Relief Committee laid upon the table of this House, and that said committee have power to send for such witnesses, books, accounts, vouchers, and papers as shall be considered necessary.

Hon. the Premier gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend "The License Act, 1875," and the Acts in amendment thereof.

Then the House adjourned until Monday next, at four of the clock in the afternoon.

Monday, April 24th, 1893.

A message was received from the Legislative Council acquainting this House that they have passed, without amendment, the Bill sent up entitled "An Act respecting foreign fishing vessels."

Hon. the Premier laid on the table of the House:—

Report of Inspector Church of England schools ;

Report of Inspector Church of Rome schools.

Pursuant to order of the day, the Bill relating to probates and letters of administration was read a third time, and it was ordered that the same do pass, and be entitled "An Act to provide for the recognition in this colony of probates and letters of administration granted in the United Kingdom of Great Britain and Ireland," and that the Clerk carry the said Bill to the Council and desire their concurrence.

The following petitions were presented, and it was ordered that they be laid on the table, namely:—

By Mr. Murray,—From John Billard and others, of Grand Point, for a packet.

By Dr. Tait, on the subject of seal-killing on Sunday,—From B. Hallett and others, of Great Burin, and from G. M. Goddard and others, of Spoon Cove.

Also, on the subject of roads, by Mr. Murphy:—

From John Dwyer and others, of Rocky Lane ;

From A. Noseworthy and others, of Pouch Cove ;

From E. Baldwin and others, of Pouch Cove ;

From E. Walsh and others, of Pouch Cove ;

From A. Moores and others of Pouch Cove ;

From John Spearin and others, from D. Whelan and others, and from W. Ryan and others, of Pouch Cove ;

From James Larkin, Martin Ryan and others, Thomas Eustace and others, Thomas Larkin, and Richard Clements, all of Torbay ; also from P. Fitzgerald and others, of Belle Isle ;

Also, on the subject of the St. John's Rebuilding Act,—From M. J. Nangle and others, of St. John's.

Pursuant to order of the day, the debate on the second reading of the Bill to amend the Education Act, 1892, was resumed, and was further adjourned until Thursday next, then to stand first on the order of the day.

Pursuant to order of the day, it was moved by Hon. Colonial Secretary, seconded by Hon. Mr. Morris, that the Road Bill be now read a third time.

It was moved in amendment by Sir James S. Winter, seconded by Mr. Morison, that all the words of the question after the word "that" be left out and the following substituted, "the Road Bill be now re-committed to a committee of the whole House for the purpose of adding a clause providing that payments for road work shall be made in cash directly to the parties entitled to receive the same."

The question being put that the words proposed to be left out stand part of the question, the House divided thereon, when there appeared for the affirmative twenty, namely, Hons. the Premier, Colonial Secretary, Surveyor General, E. P. Morris, and Messrs. Thompson, Burgess, Geran, Webber, Peyton, White, Duff, Whiteley, Dawe, Clift, McGrath, Hallaren, F. Morris, Woodford, Tait, and Murray ; and in the negative six, namely, Sir J. S. Winter, Mr. Morison, Mr. Carty, Mr. Morine, Mr. Munn, and Mr. Fearn. So it passed in the affirmative.

The original question being then put, it passed in the affirmative, and was so ordered.

The said Bill was then read a third time, and it was ordered that the same do pass, and be entitled "An Act for granting to Her Majesty a sum of money for constructing and repairing roads, streets, and bridges, and other public works within this colony, and to make provision for the protection and preservation of the same," and that the Clerk carry the said Bill to the Legislative Council and request concurrence.

Pursuant to notice, Mr. Morison moved, and it was seconded by Mr. Fearn, that a select committee be appointed by this House to examine the report and accounts of the Relief Committee, with power to send for necessary witnesses, accounts, vouchers, and papers.

The question being put, the House divided thereon, when there appeared in the affirmative nine, namely, Messrs. Greene, Carty, Morine, Morison, Munn, Fearn, Murray, Shea, and Sir J. S. Winter; and in the negative fourteen, namely, Hons. Sir W. V. Whiteway, Colonial Secretary, Receiver General, Surveyor General, E. P. Morris, and Messrs. Thompson, Geran, Webber, Duff, Whiteley, Dawe, McGrath, Hallaren, and Fox. So it passed in the negative.

Ordered that motion of Mr. Whiteley, for committee of the whole on fishery rules, be deferred till Wednesday next.

Ordered that the remaining matters on the order-paper be deferred.

Then the House adjourned until to-morrow, Tuesday, at four of the clock in the afternoon.

Tuesday, April 25th, 1893.

The following petitions were presented, and it was ordered that they be laid on the table :—

By Mr. Morine,—From Joliffe Quinton and others, of Brooklyn, on subject of teachers' pensions.

By Mr. Webber,—From M. C. Pitcher and others, of Burgoyne's Cove, for roads; also from E. Harris and others, of Russell's Cove, on same subject.

By the Hon. Colonial Secretary,—From J. Barrett and others, of Russell's Cove, for a wharf.

By Mr. Thompson,—From F. Powell and others, of Herring Neck, for a wharf.

Hon. Colonial Secretary laid on the table of the House report of St. John's Gas Light Company;

Report of Game Protection Society.

Committee of the whole on supply standing first on the order of the day, and the question being put by Mr. Speaker "that I do now leave the chair," it was moved in amendment by Mr. Morine, seconded by Sir James S. Winter, that all the words of the question after the word "that" be left out and the following words inserted, "this House is of opinion that the coastal steam service is not performed in an efficient or satisfactory manner, particularly in the following respects: (1) that the western boat, so-called, does not call at the port of Placentia upon her return trips; (2) that the northern boat does not continue her trips until the close of navigation, or begin them early enough; (3) that the departures from St. John's are inconveniently timed, causing longer detention of mail matter here than is necessary, and entailing great inconvenience upon business men; (4) that the steamer usually plying upon the northern route, the s. s. *Virginia Lake*, is not capable of performing the speed required by contract; (5) that the steamer now upon the northern route, the s. s. *Windsor Lake*, lately called the s. s. *Curlew*, in no respect fulfils the conditions of the contract for the coastal service, and is wholly unfit for the route; and further resolved, that this House deems it incumbent upon the Government to take such action as may forthwith reform the abuses complained of, and is of opinion that the Government should in the meantime withhold the subsidies payable under this contract in return for proper service."

The question being put that the words proposed to be left out stand part of the question, the House divided thereon, when there appeared in the affirmative sixteen, namely, Hons. Colonial Secretary, and Surveyor General, and Messrs. Murphy, Thompson, Burgess, Geran, Webber, White, Duff, Whiteley, Dawe, Clift, McGrath, Hallaren, F. Morris, and Fox; and in the negative four, namely, Messrs. Morine, Sir J. S. Winter, Fearn, and Murray. So it passed in the affirmative.

The question "that I do now leave the chair" being put, it passed in the affirmative, and it was ordered accordingly.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

The House having sat after midnight,

Wednesday, April 26th, 1893.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed certain resolutions, and he handed in the same at the Clerk's table, where they were read as follows:—

Resolved,—That it is the opinion of this committee that there be granted to Her Majesty, her heirs, and successors, the following sums of money to defray the civil expenditure of the colony for the year ending on the 31st day of December, 1893, and for other purposes, namely:—

Miscellaneous,—

The Private Secretary to the Governor	\$924
The Governor's Orderly	400
Keeper of the Grounds, Government House	277
First clerk in Colonial Secretary's office	1,124
Second clerk in Colonial Secretary's office	1,000
Office-keeper and messenger, Colonial Secretary's office	680
First clerk in Receiver General's office	1,300
Second clerk in Receiver General's office	600
Clerk in the Financial Secretary's office	1,200
Two clerks, Board of Works office	1,000
Superintendent of Public Buildings and Lighthouses	1,600
Clerk to Superintendent of Public Buildings and Lighthouses	1,000
Foreman of Public Works	750
First clerk in Surveyor General's office	1,124
Second clerk in Surveyor General's office	900
Third clerk in Surveyor General's office	500
Two clerks in Surveyor General's office (at \$400 each)	800
Three junior clerks in Surveyor General's office (at \$200 each)	600
Surveyor in Surveyor General's office	900
Assistant Surveyor in Surveyor General's office	700

Messenger in Surveyor General's office	286	
Director of Geological Survey	1,800	
Assistant Geological Surveyor	700	
Clerk to Director of Geological Survey	400	
Curator of Museum	400	
Government Engineer	2,400	
Assistant to Government Engineer	840	
Clerk to Government Engineer	600	
Messenger to Government Engineer	288	
Keeper of Colonial Building	300	
Keeper Half-way House, Salmonier	162	
Inspector of Weights and Measures, St. John's	100	
Inspector of Meats	250	
Chief Examiner of Masters and Mates, and Harbor Master	1,500	
Assistant Examiners, and for boat-hire	600	
		\$28,005

Judicial Department,—

Bailiff Central District and Keeper Court House	650	
Chief Clerk Supreme Court and Registrar of Deeds	2,000	
First clerk in Chief Clerk and Registrar's office	800	
Second clerk in Chief Clerk and Registrar's office	600	
Stationery for Registrar's office	200	
Crier and Tipstaff, St. John's	500	
Crown Prosecutions	4,000	
Magisterial Enquiries	400	
Circuit of Judges and hire of steamers	5,500	
		14,650

Police Department,—

District Judge, Harbor Grace, travelling expenses	240	
Newfoundland Constabulary	55,000	
Clerk of the Peace, St. John's, and for collection License Fund	1,570	
Keeper of Court House, Harbor Grace	50	
St. John's Penitentiary, for maintenance and sal- aries	7,000	
St. John's Penitentiary, for expenses of broom de- partment	4,000	

OUTPORTS :

Twenty-five Magistrates..	}	As per detailed statement.	21,538	89,398
Two Clerks of the Peace .				
Twelve Gaolers.....				
Nineteen Constables				

Outport.	Magistrates' salaries.	Clerks of the Peace salaries.	Constables.		Gaolers' salaries.	Total.
			Number.	Salaries.		
LaScie	\$400					\$400
Little Bay	800				40	840
Twillingate	830				40	870
Fogo	700					700
Pilley's Island	400					400
Greenspond	693				84	777
Salvage			1	\$56		56
Tickle Cove			1	56		56
Bonavista	830				40	870
Catalina			1	116		116
Trinity	830		2	172	40	1,042
Heart's Content			1	93		93
Old Perlican	700					700
Lower Island Cove			1	56		56
Carbonear	830	600				1,430
Harbor Grace		650			500	1,150
Brigus	830		1	116	60	1,006
Cat's Cove			1	93		93
Harbor Main	400		1	93		493
South Shore			1	116		116
Torbay			1	93		93
Ferryland	800		1	116	140	1,056
Brigus South			1	56		56
Fermeuse			1	56		56
<i>Forwarded</i>	\$9,043	\$1,250	15	\$1,288	\$944	\$12,525

OUTPOSTS (continued).

Outport.	Magistrates' Salaries.	Clerks of the Peace Salaries.	Constables.		Gaolers' Salaries.	Total.
			Number.	Salaries.		
<i>Brought forward</i>	\$ 9,043	\$ 1,250	15	\$ 1,288	\$ 944	\$ 12,525
Trepassey	600		1	93		693
St. Mary's	400					400
Placentia	830				140	970
Placentia, West.....	500					500
Burin	800				40	840
Lamaline			1	56		56
Grand Bank.....	700					700
Harbor Breton.....	462				40	502
Gaultois			1	56		56
Burgeo	500					500
Channel.....	700		1	56	40	796
Bay St. George.....	1,000					1,000
Bay of Islands.....	1,000					1,000
Bonne Bay	1,000					1,000
	\$ 17,535	\$ 1,250	19	\$ 1,549	\$ 1,204	\$ 21,538

RECAPITULATION.

25 Magistrates	\$17,535
2 Clerks	1,250
19 Constables	1,549
12 Gaolers.....	1,204
	<u>\$21,538</u>

Relief of Poor,—

The Commissioner	\$1,600
Inspector	800
Assistant	400
District Surgeons, St. John's.....	925

Gaol Surgeon, Conception Bay.....	139	
District Surgeon, Conception Bay.	462	
Physician, Lunatic Asylum.....	1,385	
Resident Physician, St. John's Hospital.....	2,000	
Attendant Physician, St. John's Hospital.....	400	
Keeper of Poor Asylum.....	500	
Permanent and Casual Poor.....	160,000	
Servants and Paupers, Lunatic Asylum.....	20,000	
Servants and Paupers, Poor Asylum.....	9,000	
Servants and Paupers, St. John's Hospital.....	9,000	
Shipwrecked Crews.....	3,000	
Dorcas Society, St. John's.....	231	
Dorcas Society, Harbor Grace.....	120	
Dorcas Society, Carbonear.....	116	
Dorcas Society, Twillingate.....	100	
St. John's Factory.....	462	
Orphan Asylum, Industrial Department.....	231	
Ladies St. Vincent de Paul Society, St. John's.....	231	
St. Vincent de Paul Society, Harbor Grace.....	120	
General Protestant Industrial Society, St. John's..	462	
		\$211,684

Ferries,—

Bonne Bay.....	\$100
White Bay.....	100
Exploits, Burnt Island.....	80
Gillard's Cove to Tizzard's Harbor.....	80
Herring Neck to Little Harbor.....	120
Ragged Harbor.....	80
Deadman's Bay.....	47
Windmill Brook (Cat Harbor).....	80
Greenspond to Ship Island.....	120
Greenspond to Mainland.....	80
Badger's Quay.....	200
King's Cove to Amherst Cove.....	116
Trinity Harbor.....	139
Trinity, Southwest Arm.....	140
Random Sound.....	180
Harbor Grace Harbor.....	180
Bay Roberts.....	160

Ferries (concluded),—

Chapel Cove to Duff's (2)	100
Holyrood (2)	100
Belle Isle to Topsail	136
Portugal Cove to Belle Isle	180
Aquaforte	94
Trepassey	60
Holyrood, St. Mary's	80
Riverhead, St. Mary's	50
Mall Bay	80
Salmonier (1)	80
Admiral's Cove	80
Muscle Pond	36
North Harbor	20
Branch	60
Great Placentia	180
Big Head to Spanish Room (2)	156
Burin to Mud Cove	156
Corbin	40
Little St. Lawrence	87
Grand Beach	40
Bay de L'eau	110
Jersey Harbor to Harbor Briton [carrying mails, Bay de L'eau Ferry] (2)	10
Little Bay to Coomb's Cove	80
Harbor Briton	120
Harbor Briton to Jersey Harbor	140
Connaigre Bay	139
LaPoile Harbor	140
Harbor LeCou,	100
Grandy's Passage	100
Grand Bay	120
Highlands	20
Crabb's Brook	60
Robinson's Head	60
Fishell's Brook	60

Fog and Noonday Guns,—

Two Men at Fort Amherst, for fog gun	100	
One man at Signal Hill, for noon gun	48	
Ammunition	800	
		948

Block House Signal Station,—

Two men's salaries, \$240 and \$220.	460	
Fuel and Light	50	
Chronometer time	100	
		610

Repairs Public Buildings,—

Block House	150	
Colonial Building	600	
Custom House, Harbor Grace	100	
Drill Shed	200	
Government House	2,000	
Imperial Property	200	
Kerosene Oil Store	50	
Lunatic Asylum	1,600	
Outport Court Houses and Gaols	2,600	
Poor Asylum	450	
Quidi Vidi Hospital, St. John's	600	
Signal Hill Lazaretto	200	
St. John's Penitentiary	300	
Maintenance Colonial Building	1,150	
Fuel and Light, Custom House	400	
Fuel and Light, Government House	1,700	
Fuel and Light, Colonial Building	1,200	
Fuel, Light and Attendance, Public Offices	350	
Insurance on Public Buildings	2,400	
Rent of Public Offices	1,180	
Repairs of Town Clock and for attendance on clocks in Public Offices	200	
Supplies Court Houses and Gaols	10,000	
Requirements Government Engineer's Office	500	
		28,130

Steam Subsidies,—

Winter Service to Halifax	\$11,760	
Ocean Steam, to and from Liverpool, &c.	57,600	
Ocean Steam, Extra	16,000	
		85,360

Steam Subsidies (concluded),—

Coastal Steam, to South, West, and North.....	59,000	
Coastal Steam, Labrador.....	8,000	
Western Steam, extra subsidies... ..	9,000	
Bay Steam, Placentia and three Northern Bays... ..	40,000	
		201,360

Miscellaneous, General,—

Postal Service.....	90,100	
Land Surveys.....	6,000	
Printing and Stationery.....	8,000	
Postages, Telegrams, and Incidentals.. ..	2,000	
Unforeseen Contingencies.....	2,500	
Harbor Grace Gas Company.....	500	
Lighting South Side, St. John's.....	400	
Agricultural Grant, General	1,700	
Agricultural Grant, Conception Bay.....	462	
Special Votes for Public Works.....	36,000	
To encourage Instructors of Masters and Mates... ..	200	
To educate Deaf and Dumb.....	500	
To educate the Blind.....	1,050	
Maintenance of Telegraph Lines.....	18,000	
Maintenance of General Lighthouses.....	49,040	
Observatory Vote.....	160	
Pension to Paul Carty, late Inspector of Police... ..	1,440	
Pension to Widow Buckley.....	116	
Pension to Widow Fenessey.....	80	
Pension to Harriet Oke.....	200	
Pension to Rebecca Oke.....	100	
Edward Morris, late keeper Poor Asylum.....	700	
Medical attendance on Labrador Coast, &c.....	800	
Fishery Bureau.....	20,000	
Census.....	3,000	
Dry Dock Water Rates.....	100	
Museum	800	
Rent Bannerman Park.....	80	
Protection of Fisheries	500	
Conveyance of Sick Fishermen from Labrador... ..	400	
Expenses Railway Construction.....	4,000	
Erection Custom House, Blanc Sablon.....	500	

Miscellaneous, General (concluded),—

Election Expenses.....	20,000	
Coal Boring.....	2,000	
		\$271,428
		<u> </u>
		\$851,289
Estimated Cost Fire Brigade, St. John's.....	\$50,000	
Light Houses.....	50,000	
Telegraph Extension.....	15,000	
		115,000
		<u> </u>
		<u>\$966,289</u>

Resolved,—That a Bill be enacted accordingly."

Ordered that the said report be received and adopted, and that the said resolutions do pass.

On motion of the Receiver General, a Bill entitled "An Act for granting to Her Majesty a sum of money for defraying the expenses of the civil government of the colony for the year ending on the 31st day of December, 1893, and for other purposes," was read a first time, and it was ordered to be read a second time to-morrow.

Ordered that the remaining matters on the order-paper be deferred.

Ordered that the Sunday Sealing Bill stand for second reading to-morrow.

Hon. Surveyor General gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend the St. John's Rebuilding Acts.

Then the House adjourned until the hour of four of the clock in the afternoon of this day.

Wednesday, April 26th, 1893.

On motion of Mr. Whiteley, pursuant to notice, the House resolved itself into committee of the whole on rules recommended by the Fisheries Commission.

Mr. Speaker left the chair.

Mr. Fox took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the following resolution :—

Resolved,—That this committee of the whole House is of opinion that the rules and regulations recommended by the Fisheries Commission should be referred to a representative select committee of this House, and that it be an instruction to such committee to report to this House without delay."

Ordered that the report be received and adopted, and that the said rules and regulations be referred accordingly, and that it be an instruction of this House to the select committee to report without delay ; also that the following be the select committee :—Messrs. Whiteley, Dawe, Greene, Webber, Morine, McGrath, and Thompson.

Pursuant to order of the day, the House resolved itself into committee of the whole on Masters and Servants Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

Pursuant to order of the day the House resolved itself into committee of the whole on Bill relating to the solemnization of marriage.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the Bill and had passed the same with some amendments.

Ordered that the report be received and adopted, and that the Bill be engrossed, as amended, and read a third time to-morrow.

Pursuant to order of the day, it was moved by Mr. Shea, seconded by Mr. Greene, that the Bill entitled "An Act to amend 55 Vic., cap. 2,

entitled 'An Act to regulate the prosecution of the seal fishery' " be now read a second time.

It was moved in amendment by Mr. Morine, seconded by Mr. Morison, that all the words of the question after the word " that " be left out in order to insert the words following, " this Bill be read a second time this day six months."

The question being put by Mr. Speaker that the words proposed to be left out stand part of the question, the House divided thereon, where appeared in the affirmative sixteen, namely, Mr. Shea, Mr. Greene, Hon. Mr. Morris, and Messrs. Murphy, Geran, White, Duff, Whiteley, Dawe, McGrath, Hallaren, F. Morris, Woodford, Fox, Carty, and Munn, and in the negative sixteen, namely, Hons. the Premier, Colonial Secretary, Receiver General, Surveyor General, The Financial Secretary, Messrs. Thompson, Burgess, Webber, Peyton, Blandford, Tait, Morine, Morison, Fearn, Murray, and Sir James Winter.

There being an equality of votes, Mr. Speaker gave his casting vote in favour of the second reading of the Bill and stated his reason for doing so, as follows :—

"As there has been an expression of opinion from many hon. members that they would vote for this Bill in another and altered form, I shall vote against the amendment, so that the Bill may go into committee for further discussion and deliberation."

The question of the second reading was then disposed of in the affirmative, and it was so ordered.

The said Bill was then read a second time, and it was ordered that the same be committed to committee of the whole House on to-morrow.

The question being put, pursuant to order of the day, that the Bill to enlarge the jurisdiction of the Central District Court be now read a second time, the House divided thereon, when there appeared in the affirmative six, and in the negative twenty-one ; so it passed in the negative and was so ordered.

The question being put, pursuant to order of the day, that the Bill to qualify voters to vote in certain cases be now read a second time, it was moved in amendment by Mr. Morine, seconded by Mr. Fearn, that all the words of the question after the word " that " be left out in order to insert the words following, " this Bill be read a second time this day six months."

The question being put that the words proposed to be left out stand part of the question, it passed in the negative.

The question being put that the words of the amendment be inserted instead thereof, it passed in the affirmative.

The question being put that the said Bill be read a second time this day six months, it passed in the affirmative and was so ordered.

The question being put, pursuant to order of the day, that the Bill to amend 53 Vic., cap. 5, entitled "An Act to provide for the local government of towns and settlements in this colony" be now read a second time, it passed in the affirmative, and was so ordered.

The said Bill was read a second time, and it was ordered that the same be committed to committee of the whole House on to-morrow.

Pursuant to order of the day, the Supply Bill was read a second time, and it was ordered that it be committed to committee of the whole House on to-morrow.

Ordered that second reading of Sunday Sealing Bill be deferred till to-morrow, and then stand first on the order of the day.

Ordered that the remaining matters on the order-paper be deferred.

The following notices were given :—

By Sir J. S. Winter,—That, on to-morrow, he will ask the Hon. Colonial Secretary for what purpose and under what authority work is now going on in altering the line of street and removing the retaining wall on Long's hill, in St. John's, to what service or account the cost of said work is being charged, and at whose instance or request, whether any and what arrangement has been made with the owners of the adjoining property in relation to the alteration.

The Hon. the Colonial Secretary gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend the Newfoundland French Treaties Act of 1891.

Mr. Whiteley gave notice that, on to-morrow, he will move that the following names be added to the select committee on the fishery rules, namely, Messrs. Winter, Munn, Fearn, Burgess, Murphy, Geran, Woodford, Murray, and White.

Mr. Murray gave notice that, on to-morrow, he will move that the motion for this House to go into committee of the whole on the Masters and Servants Bill be restored to the order of the day.

Mr. Murray also gave notice that, on to-morrow, he will move the House into committee of the whole on the following resolution :—

“Whereas (1) in the opinion of this House the freehold of the water-front or strand of the harbor of St. John’s below high water mark is public property and ought to be utilised in such a manner as to inure to the benefit and emolument of the public revenue ;

And whereas (2) certain portions of the aforesaid water-front or strand have been taken possession of and are now in the possession or occupancy of private parties who contribute nothing in the shape of rent or otherwise for the use of the same ; and

Whereas (3) it is expedient to exact a fair rent from the holders or present occupiers of the aforementioned portions of the public strand ;

Resolved,—That a Bill be introduced and enacted during the present session to carry out this intention.”

Ordered that the remaining matters on the order-paper be deferred.

Then the House adjourned until to-morrow, Thursday, at four of the clock in the afternoon.

Thursday, April 27th, 1893.

The following petitions were presented, and it was ordered that they be laid on the table :—

On the subject of roads, by Mr. Murphy,—From Jesse Goss and others, P. Larkin and others, M. Roach and others, N. Roach and others, and John Goss and others, all of Torbay.

By Mr. Hallaren,—From the following of Pouch Cove : Thomas Thistle and others, James Veater and others, H. G. Baldwin and others, J. Easterbrook and others, William Thistle, John Butler and others.

By Mr. Thompson,—From John Roberts and others, of Farmer’s Arm.

By the Surveyor General,—From R. Crocker and others, of Bay de Verde.

By Mr. Webber,—From S. Woodlands and others, of Russell's Cove.

By Hon. E. P. Morris,—From Silas Ruby and others, of Heavy Tree Road.

By the same,—From S. O. Steele and others, Mundy Pond.

Also the following petitions,—

By Hon. E. P. Morris,—From James Healey and others, of Black-head, for a wharf.

From Rev. G. S. Milligan and others, of St. John's, also from I. C. Morris and others, of St. John's, on the subject of woman suffrage on liquor questions.

By Mr. F. Morris,—From Rev. P. O'Donnell and others, of Harbor Main, for a wharf.

Also from S. Du Bourdieu and others, of South Shore, on subject of teachers' pensions.

By Hon. Surveyor General,—From Rev. H. C. Hatcher and others, of Western Bay; and from Rev. Jesse Heyfield and others, of Bay de Verde, on the subject of killing seals on Sunday.

Also, from Rev. Jesse Heyfield and others, of Island Cove, on the subject of woman suffrage on liquor questions.

Also, from Rev. J. Roe and others, of Northern Bay, for compensation for losses by gales.

By Mr. Morine,—From Bernard McGrath and others, of King's Cove, on subject of teachers' pensions.

By Mr. McGrath,—From J. M. Kelly and others, of Little Placentia, on the same subject.

On motion of Mr. Whiteley, pursuant to notice, it was ordered that the following be added to select committee on fishery rules:—Sir J. S. Winter, and Messrs. Munn, Fearn, Burgess, Murphy, Geran, Woodford, Murray and White.

Messrs. Fearn and Murray were excused from sitting on the said select committee.

Pursuant to notice, Mr. Murray moved, seconded by Mr. F. Morris,

that the motion for the House to go into committee of the whole on the Masters' and Servants' Bill be restored to the order of the day.

The question being put, the House divided thereon, when there appeared in the affirmative five, namely, Messrs. Murray, F. Morris, and Hons. the Premier, Colonial Secretary, and Surveyor General; and in the negative seventeen, namely, Hon. E. P. Morris, and Messrs. Murphy, Thompson, Burgess, Geran, Webber, White, Duff, Hallaren, Fox, Tait, Sir J. S. Winter, Morine, Morison, Munn, Fearn, and Shea. So it passed in the negative and was so ordered.

Mr. Murray moved, pursuant to notice, and it was seconded by Mr. Fearn, that the following resolution and its preambles be adopted:—

“Whereas (1) in the opinion of this House the freehold of the water-front or strand of the harbor of St. John's below high water mark is public property and ought to be utilised in such a manner as to inure to the benefit and emolument of the public revenue;

And whereas (2) certain portions of the aforesaid water-front or strand have been taken possession of and are now in the possession or occupancy of private parties who contribute nothing in the shape of rent or otherwise for the use of the same; and

Whereas (3) it is expedient to exact a fair rent from the holders or present occupiers of the aforementioned portions of the public strand;

Resolved,—That a Bill be introduced and enacted during the present session to carry out this intention.”

The question being put, the House divided thereon, when there appeared in the affirmative six, namely, Messrs. Murray, Fearn, Carty, Morine, Morison, and Munn; and in the negative fifteen, namely, Hon. Surveyor General, Hon. E. P. Morris, Messrs. Murphy, Thompson, Geran, Webber, Peyton, White, Duff, Whiteley, Clift, Hallaren, F. Morris, Woodford, and Fox. So it passed in the negative.

The second reading of the Bill to prevent killing seals on Sunday standing first on the order of the day, and the question being put by Mr. Speaker that the said Bill be now read a second time, the House divided thereon, when there appeared in the affirmative sixteen, namely, The Hons. the Surveyor General and Colonial Secretary, and Messrs. Thompson, Burgess, Webber, Peyton, White, Duff, Whiteley, Dawe, Clift, Tait, Morine, Morison, Munn, and Murray; and in the negative twelve, namely, Hons. Receiver General and E. P. Morris, and Messrs.

Murphy, Geran, McGrath, Hallaren, F. Morris, Woodford, Fox, Greene, Carty, and Shea. So it passed in the affirmative, and was so ordered.

The said Bill was then read a second time, and it was ordered that the same be committed to committee of the whole House to-morrow.

Pursuant to order of the day, the Bill relating to the solemnization of marriage was read a third time, and it was ordered that the same do pass, and be entitled "An Act to amend 55 Vic., cap. 12, entitled 'An Act to amend the law relating to the solemnization of marriage,'" and that the Clerk carry the said Bill to the Council and desire their concurrence.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Supply Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

And the House having sat after midnight,

Friday, April 28th, 1893.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the said Bill without amendment.

Ordered that the report be received and adopted, and that the Bill be engrossed and read a third time to-morrow.

Prior to the second reading of Bill relating to seal-killing on Sunday, Mr. Morison presented a petition on the subject of work on Sunday from Rev James Nurse and others, of Bonavista.

Ordered that said petition lie on the table.

Pursuant to notice, Hon. the Premier moved, seconded by Hon. Colonial Secretary, that the Bill to amend the License Act, 1875, and the Acts in amendment thereof, be read a first time presently.

The said Bill was read a first time, and, on the like motion, it was ordered that it be read a second time to-morrow.

Ordered that the remaining matters on the order-paper be deferred until to-morrow.

Mr. Murphy gave notice that, on to-morrow, he will ask the Hon. the Colonial Secretary what provision, if any, has been made by the

Government for precautionary measures against the introduction of cholera into this colony now epidemic in certain parts of Russia, and which has also made its appearance at Vancouver, Dominion of Canada.

Then the House adjourned until the hour of four of the clock in the afternoon of this day.

Friday, April 28th, 1893.

The following petitions were presented, and it was ordered that they be laid on the table :—

On the subject of roads, from the following of Pouch Cove (presented by Mr. Fox),—William Baldwin and others, Joseph Newell, Pierce Butler and others, Valentine Butler, Jacob Newell ; also from the following of Torbay, Thomas Codner and others, James McGrath and Patrick McGrath ; also from William Dawe and others, and from Samuel Martin and others, of Flat Rock ; also from John Steer and others, of Long Pond Road ; also petitions from John Doran and others, of Outer Cove, for a bridge ; from William Goss and others, of Torbay, for a wharf ; also from William Evans and others, and Henry Ryan and others, of Pouch Cove, for a launchway.

By Mr. Burgess,—From Samuel Coffin and others, of Rabbitt's Arm, for roads.

By Mr. Duff,—From Rev. T. H. James and others, of Carbonear, praying for a sum of money to defray cost of an election on liquor question.

A message was received from the Legislative Council acquainting this House that it has passed without amendment 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."

Mr. Morine gave notice that, on to-morrow, he will move the repeal of the 45th rule of the House, and the substitution of the following therefor :—

" BUSINESS OF THE HOUSE.

The ordinary daily routine of business of the House shall be as follows, except where priority has previously been given by the House to other orders :—

- (1) Presenting petitions ;
- (2) Presenting reports of standing and select committees ;
- (3) Giving notice of motion and question ;
- (4) Asking and answering questions.

The order of business for the consideration of the House day by day, after the above daily routine, shall be as follows, except on Wednesdays :—

- (1) Third readings ;
- (2) Amendments reported from committee of the whole House ;
- (3) Amendments made by the Council on House Bills ;
- (4) Committee of the whole on reports of select committees ;
- (5) Committee of the whole on Bills read a second time ;
- (6) Second readings.

On Wednesdays, except when otherwise ordered by the House, after motion, of which due notice shall have been given, the following shall be the order of business :—

WEDNESDAYS.

- (1) Motions of which notices have been given by private members ;
- (2) Motions of which notices have been given by the Government ;
- (3) Members' orders ;
- (4) Government orders.

While the committees on supply and ways and means are open, they shall have precedence of all other Government orders on Tuesday and Friday, and on the order being called, the question shall be proposed by Mr. Speaker " that I do now leave the chair."

Upon motion, a Government order may be given precedence over any other Government order.

Upon motion, after due notice, an order may be transferred from " members' orders " to " Government orders."

Questions put by members, notices of motion, and orders (other

than Government notices of motion and orders) not taken up when called, shall be dropped. Dropped orders shall be set down in the order-book after all other orders of the day for the next day on which the House shall sit.

All notices of motion and orders uncalled at the time of the adjournment of the House shall be postponed until the next sitting day, without a motion to that effect.

A motion for reading the orders of the day shall have preference to any motion before the House."

Mr. Morine also gave notice that, on to-morrow, he will move the repeal of the 65th rule of this House and the substitution of the following therefor :—

" If the previous question be resolved in the negative, the original question shall not be debated or put on the same day."

Mr. Morine also gave notice that, on to-morrow, he will move the repeal of the 98th rule of the House, and the substitution of the following therefor :—

" A reply shall be allowed to a member who has made a substantive motion to the House, or moved an order of the day, or an instruction to a committee ; but not to any member who has moved an amendment, the ' previous question,' or an adjournment during a debate."

Mr. Murray gave notice that, on to-morrow, he will ask the Hon. the Premier when it is likely the proclamation of His Excellency the Governor suspending the Bait Act will be published ;

Also that, on to-morrow, or as soon thereafter as the House can attend to the same, he will move certain resolutions on the subject of the confederation of this colony with the Dominion of Canada.

Hon. Colonial Secretary laid on the table of the House :—

a. Copy of telegram received on 19th April, 1893, from Her Majesty's Principal Secretary of State for the Colonies to His Excellency the Governor ;

b. Copy of telegram from His Excellency the Governor to Her Majesty's Principal Secretary of State for the Colonies, dated 26th April, 1893 ;

c. Copy of telegram from the latter to the former, received on the 27th day of April, 1893.

Third reading of the Supply Bill standing first on the order of the day, and the question being put by Mr. Speaker "that the said Bill be now read a third time," it was moved in amendment by Sir James S. Winter, seconded by Mr. Munn, that all the words of the question after the word "that" be left out and the following inserted, "the Bill be re-committed to a committee of the whole House for the purpose of inserting provisions to the following effect:—

(1) That no part of the amount allocated for permanent or casual poor relief shall be paid except in cash directly to the parties to be relieved, and no charge or deduction from any such payment shall be valid or effectual on account of any lien for advances, attachment, execution, orders, or assignment of such payment;

(2) That no part of the amount appropriated for coastal steam shall be paid for any trip hereafter made upon the northern route by the steamer *Windsor Lake*, or by any other steamer not fulfilling the requirements of the coastal steam contract, so-called;

(3) Stating no details, the places where lighthouses shall be constructed out of the amount of \$50,000 appropriated for that purpose, and the amount which shall be spent on each."

It was moved in amendment by the Hon. the Premier, seconded by the Hon. Receiver General, that all the words of the original question after the word "that" be left out and the following inserted, "this Bill be re-committed for the purpose of inserting therein the following section, '2—The moneys hereinbefore appropriated shall be paid by the Receiver General in discharge of such warrants as may from time to time be drawn by the Governor for the purposes of this Act.'"

The question being put by Mr. Speaker that all the words of the original question after the word "that" proposed to be left out stand part of the question, it passed in the negative.

The question being put that the words of the amendment proposed by Sir James S. Winter be inserted instead thereof, the House divided thereon, when there appeared in the negative eighteen, namely, Hons. the Premier, Colonial Secretary, Receiver General, Surveyor General, E. P. Morris, and Messrs. Thompson, Burgess, Geran, Peyton, White, Duff, Whiteley, Clift, McGrath, Hallaren, F. Morris, Woodford, and Murray; and in the affirmative four, namely, Messrs. Munn, Morine, Morison, and Fearn. So it passed in the negative.

The question being put that the words of the amendment proposed

by the Hon. the Premier be inserted instead of all the words after the word "that" in the original question, the House divided, when there appeared in the affirmative eighteen, in the negative four ; the names being the same as in the former division, and it was so ordered.

Mr. Speaker having then put the question that the said Bill be re-committed in order to insert the section proposed by the Hon. the Premier, it passed in the affirmative, and it was so ordered.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the said Bill with an amendment, by adding the section proposed in the motion of the Hon. the Premier, as above stated.

Ordered that the report be received.

The question being put that the report be adopted, it was moved in amendment by Mr. Murray, seconded by Mr. Carty, that the said Bill be re-committed to a committee of the whole House in order to expunge the vote of \$20,000 towards defraying the expenses of Fishery Bureau.

The amendment being put, it passed in the negative on the following division : in the negative twenty, namely, Hons. the Premier, Colonial Secretary, Receiver General, Surveyor General, E. P. Morris, and Messrs. Thompson, Geran, Peyton, White, Duff, Whiteley, Clift, Burgess, McGrath, Hallaren, F. Morris, Woodford, Morine, Morison, and Shea ; and in the affirmative two, namely, Messrs. Murray and Carty. So it passed in the negative, and was ordered accordingly, and that said report be adopted.

Ordered that the said Supply Bill, being engrossed as amended, be read a third time on to-morrow.

It was moved by the Hon. the Premier, seconded by Sir James S. Winter, that the following resolutions be adopted :—

Resolved that this House has heard with deep sorrow the sad intelligence of the sudden decease of Sir Robert J. Pinsent, Knight, D.C.L., and desires to express its warm sympathy with his widow and family in their melancholy bereavement ;

Resolved that, as a mark of esteem for the memory of the late

Judge, and of sympathy with his widow and family, this House do now adjourn until Monday next at four o'clock in the afternoon."

The question being put that the said resolutions be adopted and do pass, it was resolved in the affirmative by the unanimous vote of the House.

Pursuant to the said resolutions, the House then adjourned until Monday next, at four of the clock in the afternoon.

Monday, May 1st, 1893.

The following petitions were severally presented, received, and read :—

By Mr. Woodford,—From Richard Dewey, teacher, of Harbor Main, on subject of pension scheme, and from Rev. P. O'Donnell and others, of the same place, on the subject of telegraph extension.

By Capt. Blandford,—From J. Burden and others, of Salvage, district of Bonavista, on the same subject.

By Dr. Tait,—From W. P. Lake and others, inhabitants of Fortune, district of Burin, on the subject of a pier.

By Mr. Murphy,—From M. Bragg and others, of Torbay, and Jas. Goss and others, of Pouch Cove, on the subject of roads ; also from J. T. Sullivan and others, of Pouch Cove, on the subject of a launchway.

By Hon. the Premier,—From G. Newhook and others, of Newman's Cove, district of Trinity, and from W. Mansfield and others, of Russell's Cove, on the subject of roads ; also from John Short and others, of Hant's Harbor, on the subject of railway extension ; also from Henry B. Winton and others, of Old Shop, on the subject of roads.

Ordered that these several petitions do lie upon the table.

—On motion that the Supply Bill be now read a third time, it was moved by Mr. Morine, seconded by Mr. Fearn in amendment thereof, " that the order for the third reading be discharged and the Bill be re-committed to a committee of the whole House for the purpose of stri-

king out the word "bureau" in the vote of "twenty thousand dollars towards defraying expenses of Fishery Bureau," and of inserting the word "Commission" in lieu thereof."

On the amendment being put, the House divided thereon, when there appeared for the amendment five, namely, Messrs. Morine, Munn, Morison, Fearn, and Sir J. S. Winter; against fifteen, namely, Hons. the Premier, Colonial Secretary, Receiver General, Messrs. Murphy, Thompson, Burgess, Geran, Webber, White, Whiteley, Clift, McGrath, Hallaren, F. Morris, and Woodford. So it passed in the negative, and the question on the original motion being put it passed in the affirmative on a similar division to the foregoing.

The Bill was read a third time accordingly.

Ordered that this Bill do pass, and be entitled "An Act for granting to Her Majesty a sum of money for defraying the expenses of the civil government of the colony for the year ending on the 31st day of December, 1893, and for other purposes," and be sent to the Hon. Legislative Council with a message desiring their concurrence therewith.

The House resolved itself into committee of the whole on the Sunday Sealing Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the Bill without amendment.

Ordered that the report be received.

On the question being put that the report be adopted, it was moved by Mr. Murphy, seconded by Mr. Geran, that the following be added to the first section, "Provided that this Bill shall not apply to those loyal subjects of Her Majesty whose consciences and religious convictions will permit of their taking and killing seals upon a Sunday."

The House divided on this amendment, there appearing for the amendment twelve, viz., Hons. Receiver General, and E. P. Morris, and Messrs. Murphy, Geran, McGrath, Hallaren, F. Morris, Woodford, Fox, Greene, Murray, Shea; against, seventeen, namely, Hons. the Premier, Colonial Secretary, Surveyor General, Thompson, Burgess, Webber, Peyton, White, Whiteley, Dawe, Clift, Tait, Blandford, Morine, Morison, Munn, Sir J. S. Winter, and it was ordered accordingly, and that

the report be adopted and that the Bill be engrossed and read a third time on to-morrow.

The following orders were ordered to be deferred until to-morrow :

Committee on Property of Intestates Bill ;

Committee on Seal Fishery Bill.

The House resolved itself into committee of the whole on the Bill to provide for the election of Road Boards.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

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

Ordered that the report be received, and that the committee have leave to sit again to-morrow.

On the motion that the Bill to amend the Education Act (Pension Scheme) be now read a second time, it was moved by Hon. the Premier, seconded by Hon. Colonial Secretary, in amendment thereof, that the following resolution be adopted :—

“Resolved that an address be presented to His Excellency the Governor requesting that His Excellency will be pleased to appoint a Commission to enquire into and report upon the operation of the pension scheme provided for teachers in the Education Act, 1892, to obtain the aid of an expert or actuary with a view to the establishment of such a scheme as would effectually provide a suitable retiring allowance or pension for school teachers, having regard to the stipends and provisions granted and made by this Legislature for educational purposes, and that this Bill be read this day six months.”

And the question on the amendment being put, the House divided, when there appeared for the amendment fourteen, namely, Hons. Premier, Colonial Secretary, Receiver General, Surveyor General, Mr. Morris, Messrs. Thompson, Geran, Whiteley, Dawe, McGrath, Hallaren, F. Morris, Tait, and Fearn ; against, four, namely, Messrs. Morine, Morison, Murray, and Sir J. S. Winter. So it passed in the affirmative, and on the original motion being put, it passed in the negative on a similar division, and was ordered accordingly.

On motion for second reading of Bill to amend the License Act, 1875, it was moved in amendment thereof by Mr. Murray, seconded by Mr. Murphy, that the said Bill be read this day six months ; and the

question on the amendment being put, there appeared for the amendment two, namely, Messrs. Murray and Murphy; against, eighteen, namely, Hons. Premier, Surveyor General, Mr. Morris, Messrs. Thompson, Geran, Webber, Whiteley, Dawe, Clift, McGrath, Hallaren, F. Morris, Fox, Tait, Blandford, Morison, Fearn, and Sir J. S. Winter. So it passed in the negative. And on the question on the original motion being put, it passed in the affirmative.

Ordered that the Bill be committed to a committee of the whole House on to-morrow.

Mr. Speaker informed the House that he had received the following message from the Legislative Council:—

MR. SPEAKER,—The Legislative Council acquaint the House of Assembly that they have passed the Bill sent up from the Assembly entitled “An Act to provide for the recognition in this colony of Probates and Letters of Administration granted in the United Kingdom of Great Britain and Ireland” with an amendment, to which they request the concurrence of the Assembly.

E. D. SHEA, *President.*

Council Chamber, 1st May, 1893.

The said amendment, having been read by the Clerk was, on motion, agreed to by the House.

Ordered that a message be sent to the Legislative Council, informing that body that this House has passed the amendment sent down by the Council without amendment.

Pursuant to notice, and on leave being granted, the Bill entitled “An Act to amend the St. John’s Rebuilding Act” was read a first time and ordered to be read a second time to-morrow. The remainder of the orders and motions before the House were ordered to be deferred.

The House having sat until twelve o’clock,

Tuesday, May 2nd, 1893.

Hon. Receiver General gave notice that he will, on to-morrow, ask leave to introduce a Bill entitled “An Act to indemnify His Excellency the Governor for certain sums of money advanced by him out of the public treasury for the service of the colony.”

Mr. Morine gave notice that he will, on Thursday next, move the second reading of the Act to extend the privilege of the franchise to women in elections held under the Temperance Acts; also that, on

to-morrow, he will move that the order for the second reading of the said Bill do stand first on the order of the day for Thursday next.

Hon. Mr. Morris gave notice that he will, on to-morrow, move the House into committee of the whole to consider certain resolutions with regard to higher education.

Then the House adjourned until four of the clock this day.

Tuesday, May 2nd, 1893.

The House met at four p.m.

The following petitions were presented and received :—

By Hon. Colonial Secretary,—From John Bursey and others, of Lance Cove, district of Trinity, on the subject of roads ; from John A Miles, of Heart's Delight, and from John French, of Shoal Harbor, on the subject of the pension scheme ; also from T. French and others, of Chapel Arm, praying for better accommodation for sick fishermen on the Labrador and coastal mail boats ; also from Wm. Pelley and others, of Hant's Harbor, on the subject of the lighthouse there.

By Mr. Clift,—From L. S. Kelly and others, of Brigus, praying for a grant of money for the purpose of deepening the south river.

By Mr. F. Morris,—From Rev. E. Colley and others, of Indian Pond, and from John Rabbits and others, of Kelly's Island, district of Harbor Main, on the subject of roads.

By Mr. McGrath,—From E. Cunningham and others, of Little Placentia, on the subject of a ferry.

By Mr. Hallaren,—From D. Whelan and others, J. Baldwin and others, D. Baldwin and others, Henry Kirby and others, Frank Sullivan and others, of Pouch Cove ; and from John Cole and others, and Philip Yeo and others, of Torbay, in the district of St. John's East, all on the subject of roads.

By Mr. Greene,—From John Brien and others, and from James F. Mullowney and others, of Bay Bulls, district of Ferryland, on the subject of bultows.

Ordered that these petitions lie on the table.

Pursuant to order, the Sunday Sealing Bill was read a third time.

Ordered that this Bill do pass, and be entitled "An Act to prevent the killing of seals on Sunday," and be engrossed and sent to the Hon. Legislative Council with a message desiring their concurrence.

On motion of Hon. Mr. Morris, seconded by Hon. the Premier, it was ordered that the Bill relating to property of intestates be referred to the select committee now sitting to whom was referred the Bill relating to the jurisdiction of magistrates.

The House resolved itself into committee of the whole on Seal Fishery Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

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

Ordered that the committee have leave to sit again to-morrow.

The remainder of the order was, on motion, deferred.

Mr. Munn presented the report of the select committee on the rules and regulations recommended by the Fisheries Commission, which was read as follows:—

"MR. SPEAKER,—The select committee appointed by the House of Assembly to consider and report upon the rules and regulations recommended by the Fisheries Commission for adoption by this Legislature for the year 1893 beg to state that they have carefully considered the matter to them referred, and have made the following amendments, which, with the rules hereto annexed, they beg to submit for the consideration of the House.

All of which is respectfully submitted,

ROBERT S. MUNN, *Chairman*,

W. H. WHITELEY,

J. P. THOMPSON,

D. C. WEBBER,

JAMES T. McGRATH.

Committee Room, May 2, 1893."

Ordered that this report be received.

Mr. Munn gave notice that he will, on to-morrow, move the House into committee of the whole to consider the report of the select committee on the Fishery Rules and Regulations.

On motion of Mr. Morison that the second reading of "An Act to

extend the privilege of the franchise to women in elections held under the Temperance Act" stand first on the order of the day for Thursday next, the House divided, when there appeared for the motion seven, viz., Messrs. Morine, Morison, Munn, Fearn, Murray, Shea, and Sir J. S. Winter; against, seventeen, namely, Hons. the Premier, Colonial Secretary, Surveyor General, Messrs. Thompson, Burgess, Geran, Webber, Peyton, White, Whiteley, Dawe, Clift, McGrath, Hallaren, F. Morris, Fox, and Blandford. So it passed in the negative, and was ordered accordingly.

Then the House adjourned until to-morrow, at 4 of the clock p.m.

Wednesday, May 3rd, 1893.

Mr. Morine gave notice that, on to-morrow, he will ask the Premier if it be the intention of the Government to request His Excellency the Governor to give his assent to the Foreign Fishing Vessels Bill prior to the prorogation of the Legislature, so that it may be put in force at once.

The following petitions were presented, and it was ordered that they be laid on the table:—

By Capt. Blandford,—From F. Shears and others, of Open Hall; from Rev. T. E. Lynch and others, of King's Cove; from E. Penney and others, of Keels; from Weston Spracklin and others, of Clode Sound; for roads. Also from Rev. T. E. Lynch and others, of Sweet Bay, for a wharf.

By Mr. Fearn,—From Thomas Blanchard and others, of St. Barbe, for mail communication.

By Mr. Hallaren,—From George Dodd and others, of St. John's, on the subject of application of surplus revenue in public works in St. John's.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Bill to amend the law relating to the seal fishery.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill and had passed the same with amendments.

Ordered that the said report be received.

On the question put that the report be adopted, the House divided, when there appeared in the affirmative twenty-five, namely, Hon. the Premier, Hon. Colonial Secretary, Hon. Receiver General, Hon. E. P. Morris, and Messrs. Burgess, Geran, Webber, White, Whiteley, Dawe, Clift, McGrath, Hallaren, F. Morris, Woodford, Tait, Blandford, Greene, Carty, Morine, Morison, Munn, Fearn, Shea, Sir J. S. Winter; and in the negative four, namely, Hon. the Surveyor General, and Messrs. Thompson, Peyton, and Murray. So it passed in the affirmative, and it was ordered that the report be adopted, and that the Bill, as amended, be engrossed and read a third time to-morrow.

Pursuant to order of the day, the Bill to amend the St. John's Rebuilding Acts was read a second time, and it was ordered that the same be referred to committee of the whole to-morrow.†

On motion of Mr. Munn, pursuant to notice, the House resolved itself into committee of the whole to consider the report of select committee on fishery rules.

Mr. Speaker left the chair.

Mr. Hallaren took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred, had made some progress, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again to-morrow.

Ordered that the remaining matters on the order-paper be deferred.

Then the House adjourned until to-morrow, Thursday, at four of the clock in the afternoon.

Thursday, May 4th, 1893.

The following petitions were presented, and it was ordered that they be laid on the table :—

By Mr. Shea,—From N. Drew and others, of Bay Bulls, for roads ; and on the same subject,

By Mr. Hallaren,—From George Eustace and others, of Torbay, and from William Sullivan, John Kirby, and Edward Baldwin, of Pouch Cove.

By Mr. Morison,—From J. W. Cullen and others, of Flat Islands, on subject of teachers' pensions ;

Also, from Rev. C. Lench and others, of Greenspond, on the subject of woman suffrage (liquor).

By Sir J. S. Winter,—From George Bradley and others, of St. Lawrence and Lawn, on the subject of the use of bultows.

It was moved by Mr. Morison, seconded by Hon. Surveyor General, that the Bill entitled "An Act to extend the privilege of the franchise to women in elections held under the Temperance Act of 1889" be now read a second time.

The question being put, the House divided thereon, when there appeared in the affirmative fourteen, namely, Mr. Morison, Hon. Surveyor General, Sir J. S. Winter, and Messrs. Thompson, Burgess, White, Whiteley, Dawe, Tait, Blandford, Morine, Munn, Fearn, and Murray ; and in the negative seventeen, namely, Hons. the Premier, Colonial Secretary, Receiver General, E. P. Morris, Messrs. Murphy, Geran, Webber, Peyton, Clift, McGrath, Hallaren, F. Morris, Woodford, Fox, Greene, Carty, and Shea. So it passed in the negative.

The Bill to amend the law relating to the seal fishery was read a third time, pursuant to the order of the day, and it was ordered that the same do pass, and be entitled "An Act to amend 55 Vic., cap. 2, entitled 'An Act to regulate the prosecution of the seal-fishery,'" and that the Clerk carry the said Bill to the Council and desire their concurrence.

Messages were received from the Legislative Council that they have ~~passed~~ passed without amendment the Bill granting to Her Majesty a sum of money for making, constructing, and repairing roads, streets, and bridges ; also that they have passed the Bill to amend the law relating to the solemnization of marriage with some amendments wherein they request the concurrence of this House.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Bill to amend the St. John's Rebuilding Act of 1892.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the consideration of the said Bill and asked leave to sit again.

Ordered that the report be received and that the committee have leave to sit again to-morrow.

The Council's amendments on the Bill to amend the marriage law were read a first time, and it was ordered that they be read a second time to-morrow.

Ordered that the remaining matters on the order-paper be deferred.

Then the House adjourned until to-morrow, Friday, at four of the clock in the afternoon.

Friday, May 5th, 1893.

The following petitions were presented, and it was ordered that they be laid on the table:

By Mr. Dawe,—From Charles Fitzgerald and others, of Harbor Grace, for increase of salary for ferryman.

By Dr. Tait,—From John Pittman and others, of Lamaline, for a breakwater.

Also, on the subject of roads, by Mr. Murphy,—From Peter Leary and others, of Torbay; from John Connors, Abraham Murray, N. Connors, and Joseph Bragg and others, of Pouch Cove.

By Mr. Fox,—From D. Baldwin.

By Mr. Hallaren,—From Henry Baldwin and John Sullivan, of Pouch Cove; and from Philip Fitzgerald, and John Yeo, of Torbay.

The Council's amendments on the Marriage Bill were read a second time, and it was ordered, with the unanimous consent of the House,

that the same do pass ; and that a message be sent to the Legislative Council accordingly.

Pursuant to order of the day, the House resolved itself into committee of the whole on rules recommended by the Fisheries Commission and report of select committee of this House thereon.

Mr. Speaker left the chair.

Mr. Hallaren took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that they had considered the said rules and had passed the same with amendments.

Ordered that the report be received and adopted, and that the said rules, as amended, do pass and be engrossed, and that the Clerk carry the same to the Legislative Council and request their concurrence.

Committee of the whole on Bill to amend the St. John's Rebuilding Acts, and committee of the whole on Bill to amend the License Act of 1875 standing next on the order of the day, the House resolved itself into committee of the whole on the said Bills.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill to amend the License Act of 1875, and had adopted a resolution that it be referred to a select committee.

Ordered that the report be received, and that the said Bill be referred accordingly.

The chairman reported that the committee had considered the said Bill to amend the St. John's Rebuilding Act of 1892, and had passed the same with some amendments.

Ordered that the report be received and adopted, and that the said Bill as amended be engrossed and read a third time to-morrow.

—And the House having sat after midnight,

Saturday, May 6th, 1893.

It was ordered that motion of Hon. Mr. Morris for committee of the whole on resolutions with regard to higher education be deferred to Monday next, and then stand first on the order-paper.

Ordered that the remaining matters on the order-paper be deferred until Monday.

Then the House adjourned until Monday next, at four of the clock in the afternoon.

Monday, May 8th, 1893.

A message was received from the Legislative Council that they have passed without amendment 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, 1893, and for other purposes."

The following petitions were presented, and it was ordered that they be laid on the table :—

By Sir J. S. Winter,—From S. March and Sons, of St. John's, as to a public cove.

By Mr. Murray (for Mr. Fearn),—From Jessie Mercer and others, of Bonne Bay, on the subject of teachers' pensions.

Third reading of the Bill to amend the St. John's Rebuilding Act standing first on the order of the day, and the question being put that the said Bill be now read a third time, it was moved in amendment by Sir J. S. Winter, seconded by Mr. Morine, that the said Bill be now re-committed to committee of the whole house for the purpose of inserting the following section in lieu of section 2 of the said Bill :—

"Section 18 of the said Act of 56 Vic., sess. 1, cap 1, is hereby amended so that the boundaries and extent of Queen's cove shall be as follows :—

Queen's cove shall be and extend from the western boundary of S. March and Sons' premises situate on the east of the said cove, as it was before the 8th day of July, 1892, thirty feet westward thereof."

The amendment being put, the House divided thereon, when there appeared in the affirmative four, namely, Sir J. S. Winter, Mr. Morine, Mr. Munn, and Mr. Murray ; and in the negative eleven, namely, Hon. the Premier, Hon. Surveyor General, and Messrs. Thompson, Burgess, White, Duff, Whiteley, Clift, Hallaren, F. Morris, and Blandford. So it passed in the negative.

The original question being put, it passed in the affirmative on a like division, and it was ordered accordingly.

The said Bill was then read a third time, and it was ordered that the same do pass, and be entitled "An Act to amend the Act 56 Vic., sess. 1, cap. 1, entitled 'An Act to amend the Acts relating to the rebuilding of the town of St. John's and to its municipal affairs,'" and that the Clerk carry the same to the Council and desire their concurrence.

Pursuant to order of the day, the rules and regulations respecting the fisheries were read a third time, and it was ordered that the same do pass and be engrossed, and that the Clerk carry the same to the Legislative Council and desire their concurrence.

Pursuant to notice, it was moved by Mr. Morine, seconded by Sir J. S. Winter, that the House do now resolve itself into committee of the whole to consider certain amendments in the rules of the House, of which amendments notice has been given : and it was ordered accordingly.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

And, there being twenty-four members present in their places in the House (exclusive of Mr. Speaker) namely, Hons. the Premier, the Receiver General, the Surveyor General, E. P. Morris, Sir J. S. Winter, and Messrs. Thompson, Burgess, Geran, White, Duff, Whiteley, Clift, McGrath, Hallaren, F. Morris, Woodford, Fox, Blandford, Morine, Greene, Carty, Munn, Murray, and Shea, the chairman reported that the committee had passed certain amendments in the rules of the House, which he handed in at the Clerk's table where they were read as follows :

" That rule 45 be repealed and the following substituted :

BUSINESS OF THE HOUSE.

45.—The ordinary daily routine of business of the House shall be as

follows, except where priority has previously been given by the House to other orders :—

- (1) Presenting petitions ;
- (2) Presenting reports of standing and select committees ;
- (3) Giving notice of motion and questions ;
- (4) Asking and answering questions.

The order of business for the consideration of the House day by day, after the above daily routine, shall be as follows, except on Wednesdays :—

- (1) Third readings ;
- (2) Amendments made by the Council on House Bills ;
- (3) Committee of the whole on reports of select committees ;
- (4) Committee of the whole on Bills read a second time ;
- (5) Second readings.
- (6) Motions of which notices have been given by the Government.
- (7) Motions of which notices have been given by private members.

On Wednesdays, except when otherwise ordered by the House, after motion, of which due notice shall have been given, the following shall be the order of business :—

WEDNESDAYS.

- (1) Motions of which notices have been given by private members ;
- (2) Motions of which notices have been given by the Government ;
- (3) Members' orders ;
- (4) Government orders.

While the committees on supply and ways and means are open, they shall have precedence of all other Government orders on Tuesday and Friday, and on the order being called, the question shall be proposed by Mr. Speaker " that I do now leave the chair."

Upon motion, a Government order may be given precedence over any other Government order.

Upon motion, after due notice, an order may be transferred from " members' orders " to " Government orders."

Questions put by members, notices of motion, and orders (other than Government notices of motion and orders) not taken up when called, shall be dropped. Dropped orders shall be set down in the order-book after all other orders of the day for the next day on which the House shall sit.

All notices of motion and orders uncalled at the time of the adjournment of the House shall be postponed until the next sitting day, without a motion to that effect.

A motion for reading the orders of the day shall have precedence to any motion before the House.'

That rule 65 be repealed, and the following substituted :—

'65.—If the previous question be resolved in the negative, the original question shall not be debated or put on the same day.'

That rule 98 be repealed, and the following substituted :—

'98.—A reply shall be allowed to a member who has made a substantive motion to the House, or moved an order of the day, or an instruction to a committee; but not to any member who has moved an amendment, the 'previous question,' or an adjournment during a debate.'

That rule 226 be repealed, and the following substituted :—

'226.—At the close of the proceedings of a committee of the whole House, the chairman shall report the same forthwith to the House, with or without amendment, which report shall be received, and upon a motion for its adoption, any amendment may be proposed, and the questions upon the amendment and adoption of the report shall be disposed of forthwith without debate. A report from a committee of the whole upon a Bill having been adopted, the Bill shall be ordered to be read a third time on such future day as may be appointed by the House.' "

And, the said twenty-four members being present, it was ordered that the said report be adopted, and that the said rules as amended or substituted do pass.

Mr. Murray gave notice that, on to-morrow, he will move the adoption of the following resolutions :—

"Whereas it appears from the report of the proceedings at the Halifax Conference, recently laid upon the table of this House, that the two delegates from the Government of Newfoundland representing this House at the said Conference were in favor of entertaining proposals

for the union of this Colony with the Dominion of Canada, or otherwise discussing the general subject of Confederation, Sir William Whiteway declaring (page 39) that "he saw no reason why the representatives of the two countries should not discuss the completion of the union," while Mr. Bond declared (page 58) "If Mr. Bowell seriously brought forward the question of union, he was quite prepared to hear what he had to say. He did not agree with his friend, Mr. Harvey, that the Newfoundland representatives had no authority or right to consider the question";

And whereas such a position having been assumed by the two leading members of the Government representing this House at such Conference must be regarded as foreshadowing the policy of the present Government on the subject of confederation;

And whereas in conformity with such a declared policy further steps may be taken by the Government at any time for the purpose of giving practical effect to the views and policy thus enunciated;

And whereas the feeling of uncertainty which must necessarily be induced in this colony by such a defined but undeveloped policy, especially as it is likely to affect its trade, commerce, vested interests, and pending commercial enterprises, is such as must injuriously affect our future industrial development and the movements of our population;

And whereas, for all these reasons, it is highly expedient in the public interests of the country to put an end at once to this feeling of uncertainty;

The: afore resolved,—

(1) That as no recent expression of opinion favorable or adverse to Confederation has been received, or laid before this House, or publicly manifested in any other constitutional way by the people of this colony, and as the last public expression of opinion on this subject brought before the Legislature of Newfoundland showed the people of the colony as adverse to such a political change, that, in the opinion of this House, the only honorable or constitutional manner in which this important question can again be made the subject of political action by the Government or Legislature is (1) by petition from a majority of the people, or (2) by submitting the question to the people as an issue at a general election.

(2) That in the total absence of any evidences of public opinion

on the subject at present, and in view of the fact that Confederation must involve a vital constitutional change and the loss of our political independence as a separate colony, it is inexpedient that any further steps in the direction of Confederation should be taken until a further distinct affirmation of public opinion has been made on this subject."

Ordered that the remaining matters on the order-paper be deferred.

Sir J. S. Winter gave notice that, on to-morrow, he will ask the Colonial Secretary to furnish the following particulars in relation to a ferry now plying at Burin between the public wharf or other point near the Court House and Stepside, viz., the name of the ferryman employed, the Act or other authority under which employed, the department or officer under whose direction or control the service or duties are regulated and defined, the rules or regulations under which the service is conducted, the amount of salary or remuneration paid for the service, the account to which the salary or remuneration is paid, and a copy of the agreement or other document under which the ferryman was employed or appointed.

Then the House adjourned until to-morrow, Tuesday, at four of the clock in the afternoon.

Tuesday, May 9th, 1893.

Messages were received from the Legislative Council that they have passed without amendment the Bill sent up entitled "An Act to amend 55 Vic., cap. 2, entitled 'An Act to regulate the prosecution of the seal fishery'" ; also that they have passed the Bill sent up entitled "An Act to prevent the killing of seals on Sundays," with some amendments, wherein they request the concurrence of the Assembly.

The said amendments were read a first and second time, and it was ordered that the same be committed to committee of the whole to-morrow.

Hon. Receiver General presented a petition from Thomas O'Rielly and others, of Placentia, on the subject of the formation of a Water Company at Placentia.

Ordered that the said petition be referred to a select committee to report thereon, and that the following form such committee: Hon. Receiver General, Mr. McGrath, Dr. Tait, Mr. Greene, Hon. E. P. Morris, Mr. Morine, and Mr. Duff.

The following petitions were presented, and it was ordered that they be laid on the table:—

By Hon. Surveyor General,—From W. F. Burns and T. L. Hallett, on the subject of the practice of dentistry.

By Hon. the Premier,—From M. Belbin and others, and F. Harris and others, of Seal Cove, for roads.

By Mr. Morine,—From N. Chale and others, of Bonavista, for roads.

By Mr. Thompson,—From Terence Kennedy and others, of New Bay Head, for roads.

Ordered that said petitions be laid on the table.

Hon. Surveyor General gave notice that, on to-morrow, he will ask leave to introduce a Bill to regulate the practice of dentistry in this colony.

On motion of Hon. Mr. Morris, pursuant to notice, the House resolved itself into committee of the whole to consider certain resolutions with regard to higher education.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee,

And the House having sat after midnight,

Wednesday, May 10th, 1893.

Mr. Speaker resumed the chair.

The chairman reported that the committee had adopted certain resolutions, which he handed in at the Clerk's table, where they were read as follows:—

“*Whereas* it is expedient to provide for the promotion and encouragement of higher education in this colony;

Resolved,—That the Governor in Council shall appoint a Board to be called “The Council of Higher Education,” for the purpose of the promotion of sound learning and the advancement of the interests of higher education by the awarding of prizes, scholarships, and diplomas.

Resolved,—That the Receiver General shall annually pay to the said Council of Higher Education, out of the funds of the colony, the sum of four thousand dollars, to be expended by the said Council for the purpose of the encouragement of higher education, in prizes and scholarships, and in defraying the cost of necessary examinations.

Resolved,—That such other powers shall be given to, and such other duties imposed on the said Council of Higher Education, as may be necessary for the accomplishment of the objects for which said Council shall be appointed.

Resolved,—That a Bill embodying the principle of and to give effect to these resolutions be introduced as the report of this committee."

Ordered that the report be received.

On motion that the report be adopted, and the question being put accordingly, it was moved in amendment by Mr. Morine, seconded by Sir James S. Winter, that the words of the question after the word "that" be left out and the following inserted:—

"*Whereas* there are many settlements in this colony in which there are no public schools ;

And whereas it is expedient to provide that every child in the colony shall, if possible, have an opportunity to learn the rudiments of education, at least ;

And whereas it is the opinion of this (committee) House that it is not only inexpedient, but also highly improper, that higher education at public expense should be afforded to those children who now enjoy the privilege of attending public schools, until, at least, primary education shall have been afforded to all children in the colony ;

Be it resolved,—That the Receiver General shall pay out of the funds of the colony the sum of four thousand dollars for aiding in the establishment of schools in places in which there are none at the present time."

The question being put that all the words of the question after the word "that" proposed to be left out stand part of the question, the House divided thereon, when there appeared in the affirmative eleven, namely, the Hon. the Premier, Hon. Receiver General, Hon. Surveyor General, Hon. E. P. Morris, and Messrs. Thompson, Geran, Webber, Whiteley, Clift, F. Morris, and Dr. Tait ; and in the negative three,

namely, Mr. Morine, Sir J. S. Winter, and Mr. Murray; so it passed in the affirmative, and it was ordered that the said report be adopted, and that the resolutions as reported do pass.

Ordered that the remaining matters on the order-paper be deferred.

Hon. the Premier laid on the table of the House annual statement of the St. John's Electric Lighting Company; also

Copy of telegram from Her Majesty's Principal Secretary of State for the Colonies to His Excellency the Governor, received on the 6th of May instant, relative to French Treaties question.

Hon. the Premier gave notice that, on to-morrow, he will move that the House resolve itself into committee of the whole on the subject of the construction, equipment, and operation of a line of railway from a point in the neighborhood of Bishop's Falls, in the Exploits River, to Port aux Basques, in the district of Burgeo and LaPoile.

Then the House adjourned until this day, Wednesday, at four of the clock in the afternoon.

Wednesday, May 10th, 1893.

At fifteen minutes after four in the afternoon of this day, Wednesday, the tenth day of May, the names of the members present being taken down by the Clerk, namely, Messrs. Thompson, Burgess, Peyton, Tait, Duff, Murray, Morine, and Munn, Mr. Speaker declared the House adjourned for want of a quorum until to-morrow, Thursday, at four of the clock in the afternoon.

Thursday, May 11th, 1893.

The Hon. Receiver General laid on the table account of shipping for 1892.

Mr. Burgess presented a petition from James Buzzan and others, of Little Bay, on the subject of roads.

Mr. Thompson presented a petition from Charles Mayne and others, of Twillingate, for a new post-office there.

Ordered that said petitions be laid on the table.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Council's amendments on the Sunday Sealing Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered and had adopted the said amendments without amendment.

Ordered that the report be received and adopted, and that a message be sent to the Legislative Council acquainting them accordingly

It was moved by Mr. Murray, seconded by Mr. Morine, that the following resolutions be adopted :—

“Whereas it appears from the report of the proceedings at the Halifax Conference, recently laid upon the table of this House, that the two delegates from the Government of Newfoundland representing this House at the said Conference were in favor of entertaining proposals for the union of this Colony with the Dominion of Canada, or otherwise discussing the general subject of Confederation, Sir William Whiteway declaring (page 39) that “he saw no reason why the representatives of the two countries should not discuss the completion of the union,” while Mr. Bond declared (page 58) “If Mr. Bowell seriously brought forward the question of union, he was quite prepared to hear what he had to say. He did not agree with his friend, Mr. Harvey, that the Newfoundland representatives had no authority or right to consider the question” ;

And whereas such a position having been assumed by the two leading members of the Government representing this House at such Conference must be regarded as foreshadowing the policy of the present Government on the subject of confederation ;

And whereas in conformity with such a declared policy further steps may be taken by the Government at any time for the purpose of giving practical effect to the views and policy thus enunciated ;

And whereas the feeling of uncertainty which must necessarily be induced in this colony by such a defined but undeveloped policy, especially as it is likely to affect its trade, commerce, vested interests, and pending commercial enterprises, is such as must injuriously affect our future industrial development and the movements of our population ;

And whereas, for all these reasons, it is highly expedient in the public interests of the colony to put an end at once to this feeling of uncertainty ;

Therefore resolved,—

(1) That as no recent expression of opinion favorable or adverse to Confederation has been received, or laid before this House, or publicly manifested in any other constitutional way by the people of this colony, and as the last public expression of opinion on this subject brought before the Legislature of Newfoundland showed the people of the colony as adverse to such a political change, that, in the opinion of this House, the only honorable or constitutional manner in which this important question can again be made the subject of political action by the Government or Legislature is (1) by petition from a majority of the people, or (2) by submitting the question to the people as an issue at a general election.

(2) That in the total absence of any evidences of public opinion on the subject at present, and in view of the fact that Confederation must involve a vital constitutional change and the loss of our political independence as a separate colony, it is inexpedient that any further steps in the direction of Confederation should be taken by the Government until a further distinct affirmation of public opinion has been made on this subject."

The question being put, the House divided thereon, when there appeared in the affirmative four, namely, Messrs. Murray, Morine, Morison, and Sir J. S. Winter ; and in the negative nineteen, namely, Hons. the Premier, Receiver General, Surveyor General, E. P. Morris, and Messrs. Thompson, Burgess, Geran, Webber, Peyton, White, Whiteley, Duff, Clift, McGrath, Hallaren, Woodford, Fox, Blandford, and Munn. So it passed in the negative.

On motion of the Hon. Receiver General, pursuant to notice, the House resolved itself into committee of the whole on certain resolutions in indemnity.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had adopted certain resolutions, which he handed in at the Clerk's table, where they were read as follows :—

“*Whereas* it is expedient to indemnify His Excellency the Governor for certain sums of money advanced by him out of the public treasury for the service of the colony ;

Resolved,—That out of such moneys as may from time to time remain in the hands of the Receiver General there shall be granted to Her Majesty, her heirs and successors, the sum of \$148,060.37, as follows :—

(For details, see Indemnity Act.)

Resolved,—That a Bill be introduced in accordance with the foregoing resolution.”

Ordered that the said report be received and adopted, and that the said resolutions do pass.

In pursuance of the said resolutions, and on motion of the Hon. Receiver General, the Indemnity Bill was read a first time, and it was ordered that the same be read a second time to-morrow.

A Bill to regulate the practice of dentistry in this colony was read a first time, and it was ordered that the same be read a second time to-morrow.

Ordered that the remaining matters on the order-paper be deferred, and that motion for committee of the whole on railway resolutions stand first on the order-paper to-morrow.

Then the House adjourned until to-morrow, Friday, at four of the clock in the afternoon.

Friday, May 12th, 1893.

The following petitions were presented, and it was ordered that they lie on the table :—

By Mr. F. Morris,—From P. Gushue and others, of Conception Harbor, for a grant for a ferry.

By Mr. Morine,—From S. Ryan and others, of Broad Cove, for a bridge ; also for roads, from W. Greening and others, of Musgrave Harbor, and from E. Mallowney and others of Sweet Bay.

Hon. Receiver General laid on the table of the House return of ships built in the colony during the year 1892.

Mr. Murray gave notice that, on to-morrow, he will call the attention of the Premier to the Judicature Act, 1889, in connection with the vacancy on the Bench of the Supreme Court by the death of the late Mr. Justice Pinsent, and to the fact that in consequence of such vacancy the Supreme Court is not at present constituted under the terms of the said Act.

Mr. Munn gave notice that, on to-morrow, he will ask leave to introduce a Bill entitled "An Act to amend the law relating to the Harbor Grace Water Company."

Mr. Thompson gave notice that, on to-morrow, he will move the House into committee of the whole to consider an address to His Excellency the Governor in reference to the petition on the subject of the erection of a new post-office at Twillingate.

Mr. Murray gave notice that, on to-morrow, he will ask the Hon. the Premier when the case of the Newfoundland Railway Co. *vs.* the Government of Newfoundland was argued, whether judgment has yet been delivered, and if not, when we may expect that such judgment will be delivered.

On motion of the Hon. the Premier, pursuant to notice, the House resolved itself into committee of the whole to consider certain resolutions on the subject of the construction, equipment, and operation of a line of railway from a point in the neighborhood of Bishop's Falls, in the Exploits River, to Port aux Basques, in the district of Burgeo and La-Poile.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had adopted certain resolutions, which he handed in at the Clerk's table where they were read as follows :—

"*Whereas* it is desirable in the development of the resources of the colony, that the line of railway now in course of construction to the northern portion of the Island should be continued from a point on the Exploits River, distant about two hundred miles from the Placentia Junction, to Port aux Basques ;

Resolved,—That an address be presented to His Excellency the Governor respectfully requesting that he will be pleased to enter into a contract with Robert G. Reid, or other responsible railway contractor, to construct and equip a line of railway from a point on the Exploits River, distant about two hundred miles from the Placentia Junction, *via* the north eastern end of Grand Lake, thence to the north eastern end of Deer Lake, thence by the north side of the Humber River and Deer Lake to, or near to, Bay of Islands, thence to, or near to, Bay St. George, thence by the most desirable route to Port aux Basques, at the rate of \$15,600 per mile, and on the general basis of the contract of the eighteenth day of June, 1890, made between the Governor in Council and Robert G. Reid and George H. Middleton, and subject to the approval and ratification of this House; and that this House will make due provision for the same;

Resolved,—That His Excellency be also respectfully requested to enter into a contract with the said Robert G. Reid, or other responsible railway contractor, for the operation of the lines of railway built, and to be built, by the Government, upon such terms and conditions as may be mutually agreed upon between the Governor in Council and the said contractor, subject to the approval of this House; and that this House will make due provision for the same."

Ordered that the said report be received and adopted, and that said resolutions do pass.

Pursuant to order of the day, the Indemnity Bill was read a second time, and it was ordered that the same be committed to committee of the whole to-morrow.

Pursuant to order of the day, the Bill to regulate the practice of dentistry was read a second time, and it was ordered that the same be committed to committee of the whole to-morrow.

Sir James Winter presented petitions from William Young, of Bonne Bay, and from William Lake and another, of Bonne Bay, praying for compensation.

Ordered that said petitions lie on the table.

The Bill to provide for higher education was read a first time, and it was ordered that the same be read a second time to-morrow.

Hon. Receiver General gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend 53 Vic., cap. 24.

Hon. the Premier gave notice that, on to-morrow, he will ask leave to introduce a Bill relating to a fisheries department.

Hon. the Premier gave notice that, on to-morrow, he will ask leave to introduce a Bill respecting a railway from the Exploits River to Port aux Basques.

Hon. the Premier gave notice that, on to-morrow, he will ask leave to introduce a Bill relating to the operating of the lines of railway built, and to be built, by the Government.

Hon. the Premier gave notice that, on to-morrow, he will move the suspension of the rules of this House in relation to all Bills now before this House.

Ordered that the other matters on the order-paper be deferred.

Then the House adjourned until Monday next, at four of the clock in the afternoon.

Monday, May 15th, 1893.

Mr. Carty presented a petition from Rev. M. O'Rourke and others, of Port-au-Port, on the subject of roads.

Ordered that said petition be laid on the table.

Mr. Murray gave notice that, on to-morrow, he will ask the Hon. the Colonial Secretary when the proclamation of His Excellency the Governor in Council suspending the operation of the Bait Act will be published or gazetted.

Mr. Carty gave notice that, on to-morrow, he will move an address to His Excellency the Governor on the subject of opening a road leading from Fox Island to the mining areas in Port-au-Port Bay.

On motion of Hon. the Premier, seconded by Hon. E. P. Morris, pursuant to notice, it was ordered that the rules of the House be suspended in relation to all Bills now before the House.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Indemnity Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill, and had passed the same without amendment.

Ordered that the report be received and adopted, and that the said Bill, being engrossed, be read a third time presently.

The said Bill was then read a third time, and it was ordered that the same do pass, and be entitled "An Act to indemnify His Excellency the Governor for certain sums of money advanced by him out of the public treasury for the service of the colony," and that the Clerk carry the same to the Legislative Council and desire their concurrence.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Dentistry Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the consideration of the said Bill and asked leave to sit again.

Ordered that the report be received and that the committee have leave to sit again to-morrow.

Second reading of Bill to provide higher education standing next on the order of the day, and the question being put by Mr. Speaker that the Bill be now read a second time, it was moved in amendment by Mr. Morine, seconded by Mr. Murray, that all the words of the question after the word "that" be left out and the following substituted:—

"Whereas there are many settlements in this colony in which there are no public schools ;

And whereas it is expedient to provide that every child in the colony shall, if possible, have an opportunity to learn the rudiments of education, at least ;

And whereas it is unfair that higher education should be provided at public expense for those who already enjoy the privilege of attending at public schools while many children in this colony are not afforded an opportunity to obtain even a primary education ;

Therefore resolved,—That the money proposed to be expended under the provisions of this Bill should be expended for the purpose of establishing schools in places where there are none at present ; and that this Bill be read this day six months."

The question being put that the words proposed to be left out stand part of the question, the House divided thereon, when there appeared in the affirmative sixteen, namely, Hons. the Premier, Receiver General, Surveyor General, E. P. Morris, and Messrs. Murphy, Thompson, Geran, Webber, White, Whiteley, McGrath, Hallaren, F. Morris, Woodford, Fox, and Tait; and in the negative three, namely, Messrs. Morine, Murray, and Sir J. S. Winter. So it passed in the affirmative.

The question as originally put being then put, it passed in the affirmative on the same division, and it was so ordered.

The said Bill was then read a second time, and it was ordered that the same be committed to committee of the whole presently.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

The House having sat after midnight,

Tuesday, May 16th, 1893.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill, and had passed the same with some amendments.

Ordered that the report be received and adopted.

Ordered that the said Bill, being engrossed, be now read a third time.

The said Bill was then read a third time, and it was ordered that the same do pass, and be entitled "An Act to provide for higher education"; and that the Clerk carry the said Bill to the Legislative Council and request their concurrence.

Pursuant to notice, and on motion of Mr. Thompson, the House resolved itself into committee of the whole to consider an address to His Excellency the Governor as to a new post-office at Twillingate.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the following address:—

*“To His Excellency Sir J. TERENCE N. O'BRIEN,
Lieut.-Colonel, Knight-Commander of the
Most Distinguished Order of St. Michael
and St. George, Governor and Commander-
-in-Chief in and over the Island of New-
foundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly, having had under consideration the petition of Charles Mayne and others, of Twillingate, praying for a grant of a sum of money for the erection of a post-office in that place, requests that your Excellency will take the matter into your favourable consideration and make such order thereon as may seem reasonable; and this House will make due provision for the same.”

Ordered that the report be received and adopted, and that the said address do pass, and be engrossed, and be presented to His Excellency by such members of this House as are of His Excellency's Executive Council.

The following Bills were read a first time, and it was ordered that they be read a second time at a later hour of this day :—

A Bill entitled “An Act to amend the law relating to the Harbour Grace Water Company” ;

A Bill entitled “An Act to amend 53 Vic., cap. 24, entitled ‘An Act for the encouragement of the manufacture of fish-glue, isinglass, and gelatine’” ;

A Bill relating to a fisheries department ;

A Bill to amend the French Treaties Act.

Ordered that the remaining matters on the order-paper be deferred.

Mr. Duff, chairman of select committee on Placentia Water Company Bill, presented report of the said committee, with draft Bill annexed; and the said report being read, it was ordered to be received and adopted.

Pursuant to order, the Bill to provide for the incorporation of a company for the supply of water to Placentia was read a first time, and it was ordered that the same be read a second time at a later hour of this day.

Mr. Clift, from select committee upon Bill to amend the Election Act of 1889, presented report of the said select committee with a draft Bill annexed; and the said report being read, it was ordered to be received and adopted.

Ordered that said Bill be committed to committee of the whole House at a later hour of this day.

The following were appointed a select committee to consider and report upon the Bill to amend the License Act of 1875, namely, Hon. the Premier, Hon. Mr. Morris, Messrs. Morison, Morine, Clift, Webber, and Geran.

Hon. the Premier gave notice that, in the sitting of this House after four of the clock of this day, he will move the suspension of the rules of this House in relation to all Bills and other matters now before the House.

Then the House adjourned until the hour of four of the clock in the afternoon of this day.

Tuesday, May 16th, 1893.

The following petitions were presented, and it was ordered that they be laid on the table :—

By Mr. Thompson,—From James Blackler and others, of Twillingate, for roads.

By Mr. F. Morris,—From Very Rev. Father Veitch and others, of Conception Harbor, for railway extension.

Mr. Morine gave notice that, on to-morrow, he will move the House into committee of the whole to consider the following resolution :—

“*Resolved*,—That the steamers engaged in the coastal service, so called, and which ply upon the Labrador coast, and upon the route between St. John’s and Battle Harbour, should each be provided with the following necessaries for sick fishermen :

(a) With state-rooms for the sick, separate and apart from the other passengers ;

(b) With a competent nurse to attend upon the sick ;

(c) With medicine and nourishing food ; and *further resolved*, that an address be presented to His Excellency the Governor praying that arrangements may forthwith be made for the preparation of such state-rooms, the employment of such nurses, and the furnishing of such medicine and food, and promising to make due provision for the cost of the same."

Mr. Murray gave notice that he will ask the Premier, referring to the Judicature Act of 1889 cited by him on Monday last, whether the Government intend shortly to appoint an Assistant Judge of the Supreme Court in place of the late Mr. Justice Pinsent, in accordance with the general terms of the said Judicature Act, and when such appointment will probably be made.

On motion of Hon. the Premier, pursuant to notice, it was ordered that the rules of the House be suspended in reference to all Bills and other matters now before this House.

The following Bills were read a second time :—

Bill relating to the Harbor Grace Water Company.

Bill relating to the manufacture of fish-glue, isinglass, and gelatine.

Bill relating to Water Company at Placentia.

The following Bills were together referred to committee of the whole House, and the House resolved itself into committee of the whole thereon, namely :—

a. Dentistry Bill ;

b. Bill to amend Election Act of 1889 ;

c. Bill relating to Harbor Grace Water Company ;

d. Bill relating to the manufacture of fish-glue, &c. ;

e. Bill relating to Water Company at Placentia.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported

(a) That the committee had considered the Bill relating to dentistry, and had passed the same with some amendments.

(b) That the committee had considered the Bill to amend the Election Act 1889, and had passed the same with some amendments.

(c) That the committee had considered the Bill relating to the manufacture of fish-glue, isinglass, and gelatine, and had passed the same without amendment.

(d) That the committee had made some progress in the consideration of the Harbor Grace Water Company Bill and

(e) Of the Placentia Water Company Bill, and asked leave to sit again for the consideration of the last two Bills.

Ordered that the said report be received.

Ordered that the report as to the Dentistry Bill, the Bill to amend the Election Act, and the Bill relating to fish-glue, &c., be adopted, and that the last named three Bills, being engrossed, be read a third time presently.

The said three Bills were then read a third time, and it was ordered that the same do pass, and that the same be entitled respectively,

“An Act to regulate the practice of dentistry and dental surgery” ;

“An Act to amend the Election Act, 1889” ;

“An Act for the encouragement of the manufacture of fish-glue, isinglass, and gelatine” ;

And that the Clerk carry the said Bills to the Legislative Council and request their concurrence.

Ordered that the committee have leave to sit again to-morrow to consider the said Bills relating respectively to the Harbor Grace Water Company and to a Placentia Water Company.

The Bill relating to a fishery department was read a second time, and it was ordered that the same be committed to committee of the whole to-morrow.

The Hon. the Premier laid on the table of the House copy of contract and specification dated 16th May, 1893, between the Government and Robert Gillespie Reid for the construction of a railway ;

Also copy of contract between the same parties, and of the same date, as to operating a railway or railways.

On motion of the Hon. the Premier, pursuant to notice, the following Bills were read a first time :—

A Bill entitled “An Act to provide for the construction and equipment of a line of railway to Port aux Basques, and for other purposes” ;

A Bill entitled "An Act to provide for the maintenance and operation of the lines of railway from Whitbourne to Port aux Basques and of the branches thereof ;"

And it was ordered that the said Bills be read a second time to-morrow.

Ordered that the remaining matters on the order-paper be deferred.

Mr. Shea gave notice that, on to-morrow, he will ask leave to introduce a Bill to amend 38 Vic., cap. 5 (Harbor Master, St. John's).

Hon. the Premier gave notice that, on to-morrow, he will move the suspension of the rules with respect to Bills and all other matters before the House.

Sir J. S. Winter gave notice that, on to-morrow, he will ask the Hon. Colonial Secretary whether any and, if so, what Acts of the Legislature have not yet received the Royal assent, and to lay upon the table of the House all correspondence between Her Majesty's Government and the local Government in relation to such Acts, or the reasons for withholding the Royal assent thereto.

Hon. Mr. Morris presented a petition from Charles W. Ryan and others, of St. John's, on the subject of an import duty on herring barrels.

Ordered that said petition be laid on the table.

Then the House adjourned until to-morrow, Wednesday, at four of the clock in the afternoon.

Wednesday, May 17th, 1893.

On motion of Hon. the Premier, pursuant to notice, it was ordered that the rules of the House be suspended with respect to all Bills and other matters before the House.

Pursuant to order of the day, the House resolved itself into committee of the whole on the following Bills :—

Bill relating to the Harbour Grace Water Company ;

Bill relating to a fisheries department ;

Bill relating to a Water Company at Placentia.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the Harbor Grace Water Company Bill with some amendments, and that the committee had made some progress in consideration of the other Bills referred, and asked leave to sit again for the consideration of the said two Bills.

Ordered that the report of the said committee be received and (as to the Harbor Grace Water Company Bill) be adopted.

Ordered that the said Harbor Grace Water Company Bill, being engrossed, be read a third time presently.

The said Bill was then read a third time, and it was ordered that the same do pass, and be entitled "An Act to amend the Acts relating to the Harbor Grace Water Company," and that the Clerk carry the same to the Council and desire their concurrence.

Ordered that the committee have leave to sit for consideration of the Fisheries Department Bill and Placentia Water Company Bill tomorrow.

Pursuant to order of the day, the Bill to provide for the construction and equipment of a line of railway to Port aux Basques was read a second time, and the House resolved itself into committee of the whole thereon.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill, and had passed the same without amendment.

Ordered that the report be received and adopted, and that the Bill (being engrossed) be read a third time presently.

The said Bill was then read a third time, and it was ordered that the same do pass, and be entitled "An Act to provide for the construction and equipment of a line of railway to Port aux Basques and for other purposes," and that the Clerk carry the same to the Legislative Council and desire concurrence.

Pursuant to order of the day, the Bill to provide for the operation and maintenance of certain lines of railway was read a second time, and the House resolved itself into committee of the whole thereon.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill, and had passed the same without amendment.

Ordered that the report be received and adopted ; and that the said Bill, being engrossed, be read a third time presently.

The said Bill was then read a third time, and it was ordered that the same do pass, and be entitled "An Act to provide for the maintenance and operation of the lines of railway from Whitbourne to Port aux Basques, and of the branches thereof," and that the Clerk carry the said Bill to the Legislative Council and desire their concurrence.

Ordered that the motion of Mr. Morine for Bill to amend the Education Act be withdrawn.

Messages were received from the Legislative Council acquainting this House that they have passed the Indemnity Bill without amendment ; also that they have passed the St. John's Rebuilding Bill, and the Fishery Rules, with some amendments wherein they request the concurrence of the House of Assembly.

The said amendments on the said Bill and rules were read a first and second time, and it was ordered that they be referred to committee of the whole House on to-morrow.

Ordered that the remaining matters on the order-paper be deferred.

Hon. Colonial Secretary gave notice that, on to-morrow, he will ask leave to introduce a Bill to regulate the practice of medicine and surgery.

Then the House adjourned until to-morrow, Thursday, at four of the clock in the afternoon.

Thursday, May 18th, 1893.

The following petitions were presented, and it was ordered that they be laid on the table:—

By Mr. Webber, on the subject of roads,—From H. B. Winton and others, of Old Shop; also on the same subject, by Mr. Burgess, from P. Upward and others, of Jackson's Cove; also

By Mr. Hallaren,—From E. Constant, of Pouch Cove; Henry Jordan, Edward Baldwin, J. Noseworthy, and J. T. Sullivan, of Pouch Cove.

By Mr. Dawe,—From W. Stevenson and others, of Harbor Grace.

By Mr. Murphy,—From George Gould, of Pouch Cove.

By Mr. Burgess,—From J. T. Coffin and others, of Tilt Cove, on the subject of teachers' pensions.

By Mr. Murphy,—From John Lindberg, of St. John's, on the subject of a rebate of duties.

By Mr. F. Morris, for a public wharf,—From E. O'Brien and others, of Salmon Cove.

By Mr. Murphy, on the same subject,—From P. Downs and others, of Torbay.

By Mr. Burgess,—From J. B. Howson and others, of Ward's Harbor, for a tramway.

By Hon. Surveyor General, for a sheepfold,—From Eli Garland and others, of Island Cove; and from Thomas Tuck and others, of Burnt Point.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Council's amendments on the Fishery Rules.

Mr. Speaker left the chair.

Mr. Hallaren took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the consideration of the said amendments, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again presently.

Pursuant to order of the day, the House resolved itself into committee of the whole upon the Bill to amend the St. John's Rebuilding Acts.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had resolved that the House be requested to acquaint the Legislative Council that the House has considered the said amendments, and to request the Council to appoint certain of their body to confer with certain managers to be appointed by this House in order that the reasons may be stated why this committee and the House desire the Council to withdraw their said amendments.

Ordered that the report be received and adopted.

Ordered that a message be sent to the Legislative Council accordingly; that the Hon. the Surveyor General, Hon. E. P. Morris, and hon. member for Bonavista (Mr. Morine) be managers for this House at such conference; and that such message acquaint the Council accordingly, and request the Council to appoint a time and place for such conference.

A message was sent to the Legislative Council accordingly.

It was moved by Mr. Morine, pursuant to notice, seconded by Mr. Munn, that the House do now resolve itself into committee of the whole to consider resolutions in reference to the accommodation of sick fishermen on board the coastal and Labrador steamers.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred, and had adopted the following resolution:—

Resolved,—That an address be presented to His Excellency the Governor praying that arrangements be made for suitable accommodation, medicine, and attendance, upon the Labrador and coastal steamers, and promising to make due provision for the same."

Ordered that the report be received and adopted, and that the said resolution do pass; and that an address be engrossed in conformity

thereto and be presented to His Excellency by such members of this House as are of the Executive Council.

The following Bills were read a first time and it was ordered that they be read a second time to-morrow.

(On motion of Mr. Shea), a Bill to amend the St. John's Harbor Master Act ;

(On motion of Hon. Colonial Secretary), a Bill to regulate to practice of medicine and surgery.

Mr. Morine presented a petition from Henry Burden and others, of Salvage, praying for certain reservations of timber limits.

Ordered that said petition be laid on the table.

Ordered that the matters remaining on the order-paper be deferred until to-morrow.

Then the House adjourned until to-morrow, Friday, at four of the clock in the afternoon.

Friday, May 19th, 1893.

Mr. Hallaren presented petitions from William Ryan and others, Thomas O'Neil and others, and John Manning and others, all of Torbay, on roads.

Ordered that said petitions be laid on the table.

A message was received from the Legislative Council acquainting this House that, in reply to message of this House of yesterday on the subject of the Council's amendments on the Bill sent up to amend the St. John's Rebuilding Act, the Council agree to a conference requested by the Assembly, and have appointed three members of their body, the Hons. Messrs. Harvey, Monroe, and Rendell, to be managers on the Council's behalf at such conference, and appointing half-past three of the clock in the afternoon of this day in the Council's committee room for such conference.

Messages were also received from the Legislative Council as follows :—

Acquainting this House that they have passed without amendment the Bills sent up entitled respectively :

“An Act for the encouragement of the manufacture of fish-glue, isinglass, and gelatine”;

“An Act to amend the Election Act, 1889”;

And that they have passed the Bill sent up entitled “An Act to provide for higher education” with an amendment, wherein the Council request the concurrence of this House.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Council’s amendments on fishery rules.

Mr. Speaker left the chair.

Mr. Hallaren took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had resolved that the House be requested to acquaint the Legislative Council that the House has considered the said amendments, and requesting the Council to appoint certain of their body to confer with certain managers to be appointed by this House as to the said amendments.

Ordered that the report be received and adopted.

Ordered that a message be sent to the Legislative Council accordingly; that Messrs. Munn, McGrath, and Fox be managers for this House at such conference; that such message acquaint the Council accordingly, and request the Council to appoint a time and place for such conference.

Messages were received from the Legislative Council that they have passed without amendment the Bill relating to the Harbor Grace Water Company, and that they have passed the Bill sent up relating to the practice of dentistry, with some amendments, wherein they request the concurrence of this House.

Pursuant to order of the day, the Bill to amend the Act relating to the Harbor Master of St. John’s was read a second time, and it was ordered that the same be committed to committee of the whole House to-morrow.

The amendments made by the Council upon the Bill relating to higher education were read and, with the consent of the House, adopted.

Ordered that a message be sent to the Legislative Council accordingly.

The amendments made by the Legislative Council upon the Dentistry Bill were read a first and second time and were committed to committee of the whole House.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered and had passed the said amendments without amendment.

Ordered that the report be received and adopted.

The amendments were read a third time, and it was ordered that they do pass, and that a message be sent to the Legislative Council accordingly.

The Hon. the Surveyor General reported to the House the result of the conference had in the matter of the Council's amendments upon the St. John's Rebuilding Act, namely, that the conference proposed that a section be introduced before the Assembly by way of an amendment, but upon the lines of the amendment made by the Legislative Council.

The House then resolved itself into committee of the whole on the Council's amendment on the said Rebuilding Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said amendment and had passed the same with an amendment.

Ordered that the report be received and adopted, and that a message be sent to the Legislative Council requesting their concurrence in the said amendment on their amendment.

Hon. the Colonial Secretary laid on the table of the House copy of despatch from the Right Hon. the Secretary of State for the Colonies to His Excellency the Governor, dated the 28th day of April, 1893, as to Consulate at St. Pierre.

Ordered that notice of Mr. Carty, for address on petition of Rev. M. O'Rourke and others, be discharged ; and that the remaining matters on the order-paper be deferred.

Hon. the Premier gave notice that, on to-morrow, he will move

that the rules of this House be suspended for the remainder of the session in relation to all Bills and other matters now before, or to be brought before, the House.

Mr. Morison gave notice that, on to-morrow, he will ask leave to introduce a Bill relating to the sale of intoxicating liquors.

Hon. Mr. Morris gave notice that, on to-morrow, he will ask leave to introduce a Bill for the purpose of establishing a fire brigade in the town of St. John's.

Dr. Tait gave notice that, on to-morrow, he will move the House into committee of the whole on the contingencies of this House.

Mr. Carty gave notice that, on to-morrow, he will ask the Hon. Receiver General if goods were lately imported into Bay St. George in the s.s. *Harlaw* by French subjects and English subjects; and if the goods imported by the French were exempted from payment of duties, and that British subjects were compelled to pay duties on the goods so imported by them.

Then the House adjourned until to-morrow, Saturday, at four of the clock in the afternoon.

Saturday, May 20th, 1893.

On motion of the Hon. the Premier, it was ordered that the rules of the House be suspended for the remainder of the session in relation to all Bills and other matters now before the House or to be brought before the House.

Ordered that a message be sent to the Legislative Council requesting a list of their contingent expenses for the present session.

Hon Receiver General gave notice that he will move the House into committee of the whole on certain resolutions relating to raising a sum of money by loan for the public service of the colony.

The following messages were received from the Legislative Council :—

(a) That they have passed without amendment the Bills sent up

a. to provide for the construction and equipment of a line of railway to Port aux Basques; *b.* to provide for the operation of lines of railway;

(*b*) That they have adopted and passed without amendment the amendments made by the Assembly in and upon the amendments made by the Council in and upon the St. John's Rebuilding Act;

(*c*) That the Council agree to the proposed conference upon the amendments upon the fishery rules, and have named Hons. Messrs. Harvey, Monroe, and Rendell as managers for the Council, and appointing three o'clock, p.m., on Monday next for the conference in their committee room.

Pursuant to order of the day, the House resolved itself into committee of the whole to consider the Fisheries Department Bill and the Placentia Water Company Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the Fisheries Department Bill with some amendments; and had made some progress in the consideration of the Placentia Water Company Bill, and asked leave to sit again.

Ordered that the report be received and adopted.

The Bill relating to a Fisheries Department, being engrossed, was read a third time, and it was ordered that the same do pass, and be entitled "An Act respecting the Department of Fisheries," and that the Clerk carry the same to the Council and desire their concurrence.

Ordered that the committee on the Placentia Water Company Bill be committed to committee of the whole on to-morrow.

Pursuant to order of the day, the House resolved itself into committee of the whole on Bill to amend the St. John's Harbor Master Act.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill and had passed the same with some amendments.

Ordered that the report be received and adopted, and that the Bill, as amended, be engrossed and read a third time presently.

The said Bill was then read a third time, and it was ordered that the same do pass, and be entitled "An Act to amend 38 Vic., cap. 5, entitled 'An Act to provide for the appointment of a harbor master for the port of St. John's, and for other purposes'"; and that the Clerk carry the same to the Legislative Council and desire their concurrence.

Pursuant to order of the day the Bill to regulate the practice of medicine and surgery was read a second time and was committed to a committee of the whole.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill and had passed the same with some amendments.

Ordered that the report be received and adopted, and that the Bill be engrossed and read a third time to-morrow.

On motion of Hon. Mr. Morris, pursuant to notice, a Bill for the purpose of establishing a fire brigade in the town of St. John's was read a first time, and it was ordered that the same be read a second time to-morrow.

Ordered that the remaining matters on the order-paper be deferred.

Pursuant to notice, Hon. Receiver General moved that the House resolve itself into committee of the whole to consider certain resolutions as to raising a loan for the public service, and it was seconded by Hon. Mr. Morris, and so ordered.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the following resolution :—

Resolved,—That it is the opinion of this committee that it is expedient to raise by loan the sum of one hundred thousand dollars to be applied and appropriated for the purpose of constructing branch lines of road necessary to connect harbors and settlements in this colony with the line of railway ;

Resolved,—That a Bill authorizing the raising of the said amount be introduced."

Ordered that the report be received and adopted.

In conformity thereto, and on motion of the Hon. Receiver General, a Bill to authorize the raising of a sum of money by loan for the service of the colony was read a first time, and it was ordered that it be read a second time to-morrow.

On motion of the Hon. the Premier, Hon. Surveyor General and Dr. Tait were added to the select committee on Bill to amend the License Acts.

Then the House adjourned until Monday next, at four of the clock in the afternoon.

Monday, May 22nd, 1893.

The following petitions were presented, and it was ordered that they be laid on the table :—

On the subject of roads, by Capt. Blandford,—From Bernard Hicks and others, of Bonavista.

By Mr. Fox,—From James Wheeler and others, of Torbay ; also from John Kinsella and others, and from George Bassett and others, of Torbay, for a wharf.

By Mr. Carty,—From Right Reverend Bishop Howley and others, of Sandy Point, for a breakwater.

By the Colonial Secretary,—From H. C. Morris and others, of Hant's Harbor, for a light-house ; and from R. Warren and others, of Chapel Arm, for a breakwater.

By Dr. Tait,—From John Baldwin and others, of Mortier Bay, for increase of ferryman's salary.

Pursuant to order of the day, the Medicine and Surgery Bill was read a third time ; and it was ordered that the same do pass, and be entitled "An Act to regulate the practice of medicine and surgery in this colony" ; and that the Clerk carry the same to the Legislative Council and desire their concurrence.

Mr. Munn, from the conference upon the amendments in the fishery rules, presented the report of the conference as follows :—

“The committee of conference on the amendment made by the Hon. Council on the Fishery Rules report that they recommend that the close time for the lobster fishery be from August 20th till April 1st of the following year.

President's Room, May 22, 1893.

A. W. HARVEY,
M. MONROE,
G. T. RENDELL,
ROBERT S. MUNN,
JAMES P. FOX.”

Ordered that the said report be received and adopted, and that the regulation or rule as passed by this House be amended and do pass accordingly.

Hon. Colonial Secretary presented the following report from the joint select committee on the French Treaties question:—

“The committee appointed to consider and report upon the question of the French Treaties in relation to the west coast of this colony beg to report that they have considered the despatches laid before them by the Hon. Colonial Secretary as received from the Principal Secretary of State for the Colonies, and beg respectfully to recommend to the Legislature the re-enactment of the temporary Act 54 Vic., cap. 16, for two years from the 31st day of December, 1893.

Committee Room, May 20, 1893.

R. BOND, *Chairman*,
J. SINCLAIR TAIT,
GEO. SKELTON,
GEO. H. EMERSON,
PHILIP CLEARY,
FRANK MORRIS.”

A message was received from the Legislative Council that they have adopted and passed the report of their select committee on the contingencies of the Legislative Council for the present session, wherein they request the concurrence of this House (the said contingencies amounting to \$7,249.59).

Pursuant to order of the day, the French Treaties Bill was read a second time, and it was ordered that this House do now resolve itself into committee of the whole thereon.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill and had passed the same without amendment.

Ordered that the said report be received.

On the question being put that the said report be adopted, the House divided, when there appeared in the affirmative thirteen, namely, the Hon. Colonial Secretary, the Hon. Surveyor General, the Hon. E. P. Morris, and Messrs. Thompson, Geran, Clift, McGrath, Hallaren, F. Morrils, Fox, Tait, Blandford, and Greene; and in the negative five, namely, Messrs. Morine, Carty, Morison, Munn, and Murray. So it passed in the affirmative, and it was so ordered.

Ordered that the said Bill be engrossed, and be read a third time presently.

The said Bill was then read a third time, and it was ordered that the same do pass, and be entitled "An Act to continue for a further period the Newfoundland French Treaties Act," and that the Clerk carry the same to the Legislative Council and desire their concurrence.

Pursuant to order of the day, the St. John's Fire Brigade Bill was read a second time, and was committed to committee of the whole House.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the said Bill without amendment.

Ordered that the report be received and adopted, and that the Bill, being engrossed, be read a third time presently.

The said Bill was then read a third time, and it was ordered that the same do pass, and be entitled "An Act to provide for the establishment and maintenance of a fire department in the town of St. John's," and that the Clerk carry the same to the Council and request concurrence.

Pursuant to order of the day, the Loan Bill was read a second time and was committed to committee of the whole House.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the said Bill without amendment.

Ordered that the report be received and adopted and that the Bill, being engrossed, be read a third time presently.

The said Bill was then a third time and it was ordered that the same do pass, and be entitled "An Act to provide for the raising of a sum of money by loan for the service of the colony," and that the Clerk carry the same to the Legislative Council and desire their concurrence.

A message was received from the Legislative Council that they have passed, without amendment, the Bill sent up entitled "An Act to continue for a further period The Newfoundland French Treaties Act."

Hon. the Premier presented report of the select committee on Bill to amend the License Act of 1875, with draft Bill annexed, which they recommend to the favorable consideration of this House; which report is signed by "W. V. Whiteway, chairman, H. J. B. Woods, D. C. Webber, D. Morison, J. Sinclair Tait, and A. B. Morine."

Ordered that the report be received, and that the House do now resolve itself into committee of the whole on the said Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

The House having sat after midnight,

Tuesday, May 23rd, 1893.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the said Bill, and had passed the same with some amendments.

Ordered that the said report be received.

On question being put "that the said report be adopted," it was moved in amendment by Mr. F. Morris, seconded by Mr. McGrath, that all the words of the question after the word "that" be left out, and the following inserted "the said report be adopted this day six months."

The question being put that all the words proposed to be left out stand part of the question, the House divided, when there appeared in

the affirmative eleven, namely, Hon. the Premier, Hon. Surveyor General, and Messrs. Thompson, Burgess, Whiteley, Tait, Blandford, Morine, Morison, Munn, and Fearn; and in the negative eleven, namely, Hon. Receiver General, Hon. E. P. Morris, The Chairman of the Board of Works, and Messrs. Murphy, Geran, McGrath, Hallaren, F. Morris, Fox, Carty, and Shea.

There being an equality of votes, Mr. Speaker gave his casting vote in the negative.

The question being put that the words of the amendment be inserted instead thereof, it passed in the affirmative.

The question as amended being put, it passed in the affirmative, and was so ordered.

The Bill relating to the sale of intoxicating liquors, on motion of Mr. Morison, was read a first time; was read a second time; and was committed to committee of the whole House.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the consideration of the said Bill, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again to-morrow.

On motion of Dr. Tait, pursuant to notice, the House resolved itself into committee of the whole on the contingencies of this House, and to consider the report of the select committee thereon, which report was this day presented by Dr. Tait, and is as follows:—

“The select committee appointed to consider and report upon the contingent expenses, the printing and reporting of this House, beg to report that they have adopted the following resolution:

Resolved,—That there be paid to the Speaker, members, officers, and servants of the Assembly for their services during the present session the sums hereinafter specified; and that the other amounts hereinafter set forth be also paid:—

(Votes amounting in all to \$28,569.61.)

Committee Room, May 22, 1893.

J. SINCLAIR TAIT,
D. JOS. GREENE,
D. C. WEBBER,
J. HALLAREN,
J. A. CLIFT,
M. H. CARTY."

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had made some progress in the consideration of the matter to them referred, and asked leave to sit again.

Ordered that the report be received, and that the committee have leave to sit again after 4 o'clock p.m. of this day.

Then the House adjourned until the hour of four of the clock in the afternoon of this day.

Tuesday, May 23rd, 1893.

Mr. Speaker informed the House that His Excellency the Governor would prorogue this General Assembly on to-morrow, at two of the clock in the afternoon.

Pursuant to order of the day, the House resolved itself into committee of the whole on the Placentia Water Company Bill.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the said Bill with amendments.

Ordered that the report be received and adopted and that the said Bill, being engrossed, be read a third time presently.

The said Bill was then read third time and it was ordered that the same do pass, and be entitled "An Act to incorporate the Placentia Water Company," and that the Clerk carry the same to the Legislative Council and request their concurrence.

Pursuant to order of the day, the House resolved itself into committee of the whole on contingencies.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had considered the matter to them referred, and had adopted the report of the select committee with some amendments, adding the sum of \$835 to the sum of \$28,569.61 mentioned in the said report; and that they had adopted a resolution that a Bill be introduced to provide for the contingent expenses of the Legislature.

Ordered that the said report be received.

On question put that the said report be adopted, it was moved in amendment by Mr. Morine, seconded by Mr. Morison, that the report be not adopted, but that it be referred back to the committee of the whole House with an instruction that the sums of \$330 and \$440 to the *Evening Telegram* shall not be paid, unless and until an itemized and certified account of the same be furnished to the Clerk of the House.

The question being put that the words by the amendment proposed to be left out stand part of the question, the House divided thereon, when there appeared in the affirmative seventeen, namely, Hons. the Colonial Secretary, Receiver General, E. P. Morris, and Messrs. Murphy, Burgess, Geran, Webber, White, Whiteley, Clift, McGrath, Hallaren, Fox, Tait, Blandford, Greene, and Murray; and in the negative five, namely, Messrs. Morine, Morison, Munn, Shea, and Sir J. S. Winter. So it passed in the affirmative, and was so ordered.

Pursuant to such resolution, a Bill to provide for the contingent expenses of the Legislature, in the sum of \$36,654.20, was read a first time, and was also read a second time; and was committed to committee of the whole House.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the said Bill without amendment.

Ordered that the report be received and adopted, and that the Bill, being engrossed, be read a third time presently.

The said Bill was then read a third time, and it was ordered that the same do pass and be entitled "An Act to provide for the contingent expenses of the Legislature," and that the Clerk carry the same to the Legislative Council and desire their concurrence.

On motion of Mr. Whiteley, seconded by Mr. Morris, it was ordered that a resolution be adopted confirming the rules and regulations recommended by the Fisheries Commission with the amendments made therein by this Legislature, and that such resolution be engrossed, and that the Clerk carry the same to the Legislative Council and desire their concurrence.

Messages were received from the Legislative Council as follows :

That they have passed without amendment the Loan Bill, and the Bill to incorporate the Placentia Water Company :

That they have adopted with amendments the Bills sent up

1. Relating to a Fisheries Department ;
2. Relating to a Fire Brigade for St. John's ;
3. Relating to the Harbor Master of St. John's ;
4. Relating to Medicine and Surgery.

Ordered that the said several amendments be together referred to committee of the whole House.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had adopted and had passed, without amendment, the said amendments in

1. The Bill relating to St. John's Fire Brigade ;
2. The St. John's Harbor Master Bill ;
3. The Bill relating to medicine and surgery ; and that they had adopted, with an amendment, the said Council's amendment on the Fisheries Department Bill.

Ordered that the report be received and adopted, and that a mes-

sage be sent to the Legislative Council acquainting them accordingly, and requesting their concurrence in the said amendment on their amendment.

A message was received from the Legislative Council acquainting this House that they have passed the accompanying address to the Queen's Most Excellent Majesty on the auspicious event of the betrothal of their Royal Highnesses the Duke of York and the Princess May of Teck, to which address they request the concurrence of the House of Assembly.

The address was read a first and second time, and it was ordered that the same be committed to committee of the whole on to-morrow.

Pursuant to order of the day, the House resolved itself into committee of the whole on Bill relating to the sale of intoxicating liquors.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had passed the Bill with amendments.

Ordered that the report be received and adopted, and that the Bill, being engrossed, be read a third time presently.

The Bill was then read a third time, and it was ordered that the same do pass and be entitled "An Act relating to the sale of intoxicating liquors," and that the Clerk carry the same to the Legislative Council and desire their concurrence.

Pursuant to order, the House then adjourned until to-morrow, Wednesday, at noon.

Wednesday, May 24th, 1893.

The House met at twelve o'clock, noon, pursuant to adjournment.

The House resolved itself into committee of the whole on address to Her Majesty the Queen on the betrothal of the Duke of York and the Princess May of Teck.

Mr. Speaker left the chair.

Mr. Whiteley took the chair of the committee.

Mr. Speaker resumed the chair.

The chairman reported that the committee had adopted an address to Her Majesty congratulatory on the occasion of the said betrothal.

Ordered that the report be received and adopted, and that the address be read a third time.

The said address was then read a third time, and it was ordered that the same do pass, and that this House concurs in the message from the Legislative Council and in the address therein referred to, requesting that His Excellency will be pleased to transmit the said congratulatory address to Her Majesty.

The following messages were received from the Legislative Council:

a. That they agree to and have passed the resolution sent up from the House of Assembly confirming certain rules and regulations made and recommended by the Fisheries Commission, which rules were laid on the table of both Houses during the present session, and which have been amended by this Legislature;

b. That they have passed the amendment made by the House of Assembly on the amendments made by the Council in and upon the Bill sent up entitled "An Act respecting the Department of Fisheries," without amendment.

c. That they have passed the Bill sent up entitled "An Act relating to the sale of intoxicating liquors," without amendment.

d. That they have passed the Bill sent up entitled "An Act to provide for the contingent expenses of the Legislature," without amendment.

At two of the clock a message from His Excellency the Governor was delivered by W. F. Rennie, Esq., Gentleman Usher of the Black Rod; commanding the immediate attendance of Mr. Speaker and the House in the Council Chamber.

Accordingly Mr. Speaker and the House attended His Excellency the Governor in the Council Chamber.

Mr. Speaker, at the bar of the Council, addressed His Excellency as follows:—

“MAY IT PLEASE YOUR EXCELLENCY,—

The House of Assembly have voted the supplies required to enable the Government to defray the expenses of the civil service. In the name of the House of Assembly, I present the following Bills for your Excellency's assent :—

1. A Bill entitled “An Act for granting to Her Majesty certain duties on goods, wares, and merchandize imported into this colony and its dependencies” ;

2. 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 on the 31st day of December, 1893, and for other purposes” ;

3. 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” ;

4. A Bill entitled “An Act to indemnify His Excellency the Governor for certain sums of money advanced by him from the colonial treasury for the service of the colony” ;

5. A Bill entitled “An Act to provide for the contingent expenses of the Legislature” ;

6. A Bill entitled “An Act to provide for Higher Education” ; ✓

7. A Bill entitled “An Act to provide for the construction and equipment of a line of railway to Port aux Basques, and for other purposes” ;

8. A Bill entitled “An Act to provide for the maintenance and operation of the lines of railway from Whitbourne to Port aux Basques, and of the branches thereof” ;

9. A Bill entitled “An Act to authorize the raising of a sum of money by loan for the public service of the colony” ;

To which Bills His Excellency was pleased to give his assent.

His Excellency was also pleased to assent to the following Bills :—

10. A Bill entitled “An Act to prevent the killing of seals on Sunday” ;

11. A Bill entitled “An Act to amend the Election Act, 1889” ;

12. A Bill entitled “An Act respecting foreign fishing vessels” ;

13. A Bill entitled "An Act to amend 55 Vic., cap 2, entitled 'An Act to regulate the prosecution of the seal fishery'";

14. A Bill entitled "An Act to provide for the recognition in this colony of probates and letters of administration granted in the United Kingdom of Great Britain and Ireland";

15. A Bill entitled "An Act to amend 55 Vic., cap. 12, entitled 'An Act to amend the law relating to the solemnization of marriage'";

16. A Bill entitled "An Act to amend 56 Vic., sess. 1, chapter 1, entitled 'An Act to amend the Acts relating to the rebuilding of the town of St. John's and to its municipal affairs'";

17. A Bill entitled "An Act to continue for a further period 'The Newfoundland French Treaties Act'";

18. A Bill entitled "An Act to regulate the practice of dentistry and dental surgery";

19. A Bill entitled "An Act to amend the Acts relating to the Harbor Grace Water Company";

20. A Bill entitled "An Act for the encouragement of the manufacture of fish glue, isinglass, and gelatine";

21. A Bill entitled "An Act respecting the Department of Fisheries";

22. A Bill entitled "An Act to incorporate the Placentia Water Company";

23. A Bill entitled "An Act to amend 38 Vic., cap. 5, entitled 'An Act to provide for the appointment of a Harbour Master for the port of St. John's, and for other purposes'";

24. A Bill entitled "An Act to regulate the practice of medicine and surgery in this colony";

25. A Bill entitled "An Act relating to the sale of intoxicating liquors";

~~26.~~ A Bill entitled "An Act to provide for the establishment and maintenance of a fire department in the town of St. John's";

27. [On the 11th of April His Excellency assented to the Bill entitled "An Act to amend 54 Vic., cap. 8, entitled, &c. (Hall's Bay Railway Act.)"]

His Excellency was pleased to make the following speech to both branches of the Legislature :—

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

I am pleased to be able to relieve you from the duties of the session, and to thus afford you, at an earlier period than usual, the opportunity of devoting your exclusive attention to your personal concerns.

I have satisfaction in noticing that, although the session has not been a protracted one, many important measures have resulted from your labours. I may especially allude to those adopted for the extension of the railway from Exploits to Port aux Basques ; for the operation of the whole system of Government railways in the colony, and to the Bill to provide for higher education. The railway contract entered into under the legislation now formally approved will doubtless be regarded as exceedingly advantageous to the colony.

The geographical position of this country renders it an essential link in the chain of communication connecting the eastern and western continents, and I therefore feel assured that, with the completion of the western railway to Port aux Basques, such general benefits may be expected as will fully compensate the colony for the obligation it has assumed in that connection.

The construction of lines of road connecting outlying settlements with the railway will not only extend its advantages, but also aid in the utilization and settlement of what are at present waste lands.

The re-enactment of the Bill passed in the year 1891 to enable Her Majesty's Government to carry out its treaty obligations with France will, I trust, give sufficient time for the amicable settlement of this long-vexed question.

The provision you have made for the contemplated addition to our light-house and telegraph systems will certainly be received with much favour by our fishing population.

The sum you have voted for the establishment of an efficient fire department in this city will enable my government to satisfactorily accomplish this work. Full information as to the working of such a department is now in the possession of my Government, and steps have already been taken to provide increased security for the lives and property of our citizens.

The loyal address of both Houses, congratulating Her Most Gracious Majesty and the members of the Royal family on the approaching marriage of H. R. H. the Duke of York, will be forwarded by me with the greatest pleasure, evincing as it does the loyalty of her subjects in this, the oldest of her colonial dominions.

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

I thank you for the supplies which you have voted for the public service. Your appropriations shall be expended with due regard to the objects for which they are designed.

Mr. President and Honourable Gentlemen of the Legislative Council:

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

The result of the seal fishery of this season does not offer a subject of congratulation, and I participate in the regret with which you must all view the returns.

Apart from this, the trade conditions now prevailing seem to promise an active season to the merchant and fisherman, and abundant employment to our working people.

In taking leave, I desire to express to you my best wishes for your prosperity and for that of the whole colony."

After which the Honourable the President of the Legislative Council, by command of His Excellency the Governor, said:—

"GENTEEMEN,—It is the pleasure of His Excellency the Governor that this General Assembly be prorogued until Thursday, the thirteenth day of July next; and this General Assembly is accordingly prorogued until Thursday, the thirteenth day of July next, to be then and here holden."

GEORGE M. JOHNSON,

Clerk of the House of Assembly.



APPENDIX.



APPENDIX

APPENDIX.

ESTIMATES AND PUBLIC ACCOUNTS.

Financial Statement of the Affairs of the Colony of Newfoundland for the year 1893.

<i>Government House,—</i>		
His Excellency the Governor	\$12,000	
The Private Secretary	924	
The Governor's Orderly	400	
Keeper of the grounds	277	
Fuel and Light	1,700	
	\$15,301	
<i>Colonial Secretary's Office,—</i>		
The Colonial Secretary	2,400	
First Clerk	1,124	
Second Clerk	1,000	
Office-keeper and Messenger	680	
	5,204	
<i>Receiver General's Office,—</i>		
The Receiver General	2,400	
First Clerk	1,300	
Second Clerk	600	
	4,300	
<i>Customs Department,—</i>		
The Assistant Collector	1,600	
Inspector of Outport Customs	1,200	
Landing Surveyor	1,300	
Tide Surveyor	1,100	
	\$5,200	\$24,805
<i>Forwarded</i>		

ESTIMATES AND PUBLIC ACCOUNTS.

<i>Brought forward</i>	\$5,200	\$24,805
<i>Customs Department (continued),—</i>		
First Landing Waiter.....	1,100	
Second Landing Waiter	1,000	
Third Landing Waiter.....	1,000	
Examining Officer.....	1,000	
First Clerk and Warehouse Keeper.....	1,100	
Second Clerk	900	
Third Clerk.....	800	
Fourth Clerk.....	700	
Fifth Clerk	700	
Assistant Clerk in Landing and Tide Surveyor's Office	600	
To defray the expenses of examining invoices...	231	
Non-official members of Board of Revenue	231	
Two Lockers.....	960	
Tidewaiters and boatmen, including Harbor Grace Housekeeper	17,500	
Incidentals.....	240	
Fuel and light.....	6,000	
Labrador revenue cruiser	400	
Revenue protection on South Coast	2,000	
	6,000	
<i>(SUB-COLLECTORS),—</i>		
Labrador, East Coast, with 5 per cent. on duties..	750	
Blanc Sablon, with 10 per cent. on duties.....	462	
Tilt Cove, with 2½ per cent. on duties.....	340	
Little Bay, with 2½ per cent. on duties.....	690	
Twillingate, with 2½ per cent. on duties.....	690	
Fogo, with 2½ per cent. on duties.....	690	
Greenspond, with 2½ per cent. on duties.....	690	
Trinity, with 2½ per cent. on duties.....	800	
Carbonear, with 2½ per cent. on duties.....	690	
Harbor Grace (not to exceed \$1,182), with 2½ per cent. on duties.....	739	
<i>Forwarded</i>	\$54,203	\$24,805

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward \$54,203 \$24,805

Customs Department (continued),—

Landing Waiter and Clerk at Harbor Grace	600
Brigus, with 2½ per cent. on duties	690
Placentia, with 2½ per cent. on duties (not to exceed \$700)	500
LaManche and Oderin, with 2½ per cent. on duties	462
Burin, with 2½ per cent. on duties	690
Lamalène, with 2½ per cent. on duties	550
Bay-du-Nord and English Harbor, with 2½ per cent. on duties	462
Harbor Briton, with 2½ per cent. on duties	462
Gaultois, with 2½ per cent. on duties	550
Pushthrough, with 2½ per cent. on duties	462
LaPoile, with 2½ per cent. on duties	690
Channel, with 2½ per cent. on duties	462
St. George's Bay, with 2½ per cent. on duties . . .	400
Bay of Islands, with 2½ per cent. on duties	400
Bonne Bay (not to exceed \$1,000), with 2½ per cent. on duties	600
Flower's Cove, with 2½ per cent. on duties	400

(PREVENTIVE OFFICERS),—

St. Anthony, with 20 per cent. on duties	350
LaScie, with 10 per cent. on duties	200
Botwoodsville, with 10 per cent. on duties	200
Pilley's Island (not to exceed \$400), with 10 per cent. on duties	200
King's Cove, with 10 per cent. on duties	231
Catalina, with 10 per cent. on duties	231
Heart's Content, with 10 per cent. on duties	100
Bay Roberts, with 10 per cent. on duties	300
Harbor Main, with 10 per cent. on duties	280
Holyrood, with 20 per cent. on duties	100
Bay Bulls, with 10 per cent. on duties	231

Forwarded \$65,006 \$24,805

ESTIMATES AND PUBLIC ACCOUNTS.

<i>Brought forward</i>	\$65,006	\$24,805
<i>Customs Department (continued),—</i>		
Ferryland, with 10 per cent. on duties.....	231	
Renews, with 20 per cent. on duties.....	100	
Trepassey, with 10 per cent. on duties.....	281	
St. Mary's, with 10 per cent. on duties.....	231	
Little Placentia, with 10 per cent. on duties... .	231	
Black River, with 10 per cent. on duties.....	240	
St. Lawrence, with 10 per cent. on duties.....	281	
Fortune, with 10 per cent. on duties.....	281	
Grand Bank, with 10 per cent. on duties.....	231	
Burgeo, with 10 per cent. on duties.....	231	
Rose Blanche, with 10 per cent. on duties.....	281	
Codroy, with 10 per cent. on duties.....	120	
Percentage on duties to outport officers.....	5,000	
	<hr/>	72,745
<i>Financial Department,—</i>		
The Financial Secretary.....	1,662	
Clerk in Financial Secretary's office.....	1,200	
	<hr/>	2,862
<i>Board of Works,—</i>		
The Chairman.....	2,000	
The Secretary and Book-keeper.....	1,200	
Two Clerks.....	1,000	
Superintendent of Public Buildings and Light- houses.....	1,600	
Clerk to Superintendent of Public Buildings and Lighthouses.....	1,000	
Foreman of Public Works.....	750	
Members of Board of Works (4).....	800	
	<hr/>	8,350
<i>Colonial Building,—</i>		
The keeper... ..	300	
Fuel and light.....	1,200	
	<hr/>	1,500
<i>Forwarded</i>		<hr/> \$110,262

ESTIMATES AND PUBLIC ACCOUNTS.

<i>Brought forward</i>		\$110,262	
<i>Legislative contingencies,—</i>			
Estimated amount			35,000
<i>Crown Lands,—</i>			
The Surveyor General	\$2,400		
Director of Geological Survey	1,800		
Assistant Geological Surveyor ..	700		
Clerk	400		
Curator of Museum	400		
First Clerk	1,124		
Second Clerk	900		
Third Clerk	500		
Two Clerks, at \$400 each	800		
Three Junior Clerks, at \$200 each	600		
Surveyor	900		
Assistant Surveyor ..	700		
Messenger	286		
Land and Geological Surveys	6,000		
			17,510
<i>Government Engineer,—</i>			
The Government Engineer	2,400		
Assistant to Government Engineer	840		
Clerk	600		
Messenger	288		
Office furniture and requirements	500		
			4,628
<i>Judicial Department,—</i>			
The Chief Justice	5,000		
Two Assistant Judges	8,000		
Attorney General	2,400		
Solicitor General	1,200		
Sheriff Central District	1,385		
Sheriff Northern District	1,385		
Sheriff Southern District	923		
<i>Forwarded</i>	\$20,293	\$167,400	

ESTIMATES AND PUBLIC ACCOUNTS.

Brought forward..... \$20,293 \$167,400

Judicial Department (continued),—

Bailiff Central District and keeper Court House..	650
Chief Clerk Supreme Court and Registrar of Deeds	2,000
First Clerk in Chief Clerk and Registrar's office	800
Second Clerk in Chief Clerk and Registrar's office	600
Stationery for Registrar's office	200
Crier and Tipstaff, St. John's.....	500
Crown Prosecutions.....	4,000
Magisterial Enquiries.	400
Circuit of Judges and hire of steamers.....	5,500

34,943

Police Department,—

Two Judges, Central District Court	4,400
District Judge, Harbor Grace.....	1,800
District Judge, Harbor Grace, travelling expenses	240
Clerk of the Peace, St. John's, and for collection License Fund.....	1,570
Newfoundland Constabulary.....	55,000
Keeper of Court House, Harbor Grace.....	50
St. John's Penitentiary, for maintenance and sal- aries.....	7,000
St. John's Penitentiary, for expenses of broom de- partment	4,000

(OUTPORTS),—

Twenty-five Magistrates	$\left. \begin{array}{l} \text{As per de-} \\ \text{tailed} \\ \text{statement.} \end{array} \right\}$	21,538
Two Clerks of the Peace		
Twelve Gaolers.....		
Nineteen Constables		

95,598

Court Houses and Gaols,—

Supplies	10,000
----------------	--------

Forwarded \$307,941

ESTIMATES AND PUBLIC ACCOUNTS.

<i>Brought forward</i>			\$307,941
<i>Ferries,—</i>			
Estimated amount for this service			5,076
<i>Postal Department,—</i>			
Estimated amount for this service			90,100
<i>Repairs Public Buildings,—</i>			
Block House.....		150	
Colonial Building.....		600	
Custom House, Harbor Grace.....		100	
Drill Shed.....		200	
Government House.....		2,000	
Imperial property.....		200	
Kerosene Oil Store		50	
Lunatic Asylum		1,600	
Outport Court Houses and Gaols		2,600	
Poor Asylum.....		450	
Quidi Vidi Hospital, St. John's.....		600	
Signal Hill Lazaretto... ..		200	
St. John's Penitentiary.....		300	
			9,050
<i>Interest on Public Debt,—</i>			
On account of funded debt,.....	\$6,393,367.41	255,982	
On account of temporary loan due the London and Westminster Bank	664,800.00	26,900	
Total	<u>\$7,058,167.41</u>		
Estimated interest on railway bonds for 1893		<u>21,700</u>	304,582
<i>Steam Subsidies,—</i>			
Winter service to Halifax.....	\$11,760		
Ocean steam to and from Liverpool... ..	57,600		
Ocean steam, extra.....	16,000		
		<u>85,360</u>	
<i>Forwarded</i>		\$85,360	\$716,749

ESTIMATES AND PUBLIC ACCOUNTS.

<i>Brought Forward</i>	\$85,360	\$716,749
<i>Steam Subsidies (continued),—</i>		
Coastal steam, south, west and north ..	59,000	
Coastal steam, Labrador	8,000	
	67,000	
Western steam and extra subsidies	9,000	
Bay steam, Placentia and three northern bays ...	40,000	
	201,360	
<i>Relief of Poor,—</i>		
The Commissioner ..	1,600	
Inspector	800	
Assistant	400	
District Surgeons, St. John's	925	
Gaol Surgeon, Conception Bay	139	
District Surgeon, Conception Bay	462	
Physician, Lunatic Asylum	1,385	
Resident Physician, St. John's Hospital	2,000	
Attendant Physician, St. John's Hospital	400	
Keeper of Poor Asylum	500	
Permanent and Casual Poor	160,000	
Servants and Paupers, Poor Asylum	9,000	
Servants and Paupers, Lunatic Asylum	20,000	
Servants and Paupers, St. John's Hospitals	9,000	
Shipwrecked crews	3,000	
	209,611	
<i>Pensions,—</i>		
Paul Carty, late Inspector of Police	1,440	
Miss Solomon	231	
Harriet Oke	200	
Widow Buckley	116	
Rebecca Oke	100	
Widow Fennessey	80	
Edward Morris, late keeper Poor Asylum	700	
	2,867	
<i>Education,—</i>		
Estimated amount for this service		151,891
<i>Forwarded</i>		\$1,282,478

ESTIMATES AND PUBLIC ACCOUNTS.

<i>Brought forward</i>		\$1,282,478	
<i>Fog and Noonday Guns,—</i>			
Two men at Fort Amherst for fog gun	\$100		
One man at Signal Hill for noon gun	48		
Ammunition	800		
			948
<i>Block House Signal Station,—</i>			
Two men's salaries, \$240 and \$220	460		
Fuel, and light	50		
Chronometer time	100		
			610
<i>Roads and Bridges,—</i>			
Estimated amount for this service			125,000
<i>Miscellaneous,—</i>			
Printing and stationery	8,000		
Postages, telegrams and incidentals	2,000		
Insurance on public buildings	2,400		
Maintenance Colonial Building	1,150		
Unforeseen contingencies	2,500		
Lighting and cleansing St. John's streets (including South Side)	8,400		
Harbor Grace Gas Company	500		
Dorcas Society, St. John's	231		
Dorcas Society, Harbor Grace	120		
Dorcas Society, Carbonear	116		
Dorcas Society, Twillingate	100		
St. John's Factory	462		
Orphan Asylum, industrial department	231		
Ladies' St. Vincent de Paul Society, St. John's	231		
St. Vincent de Paul Society, Harbor Grace	120		
General Protestant Industrial Society, St. John's	462		
Agricultural grant (General)	1,700		
Agricultural grant, Conception Bay	462		
<i>Forwarded</i>	\$29,185	\$1,409,036	

ESTIMATES AND PUBLIC ACCOUNTS.

<i>Brought forward</i>	\$29,185	\$1,409,036
Keeper Halt-way House, Salmonier	162	
Repairs of Town Clock, and for attendance on clocks in public offices	200	
Inspector of Weights and Measures, St. John's ..	100	
Inspector of Meats	250	
Special votes for public works	36,000	
Chief Examiner of Masters and Mates, and Har- bor Master	1,500	
Assistant Examiners and boat-hire	600	
To encourage Instructors of Masters and Mates ..	200	
To encourage Shipbuilding	10,000	
To educate Deaf and Dumb	500	
To educate the Blind	1,050	
Wolf Act	100	
Registration of Jurors	350	
Maintenance of Telegraph Lines	18,000	
Maintenance of General Lighthouses	49,040	
Observatory vote	160	
Rent of Public Offices	1,180	
Fuel and attendance, Public Offices	350	
Railway Subsidy	45,400	
To encourage Home Industries	8,000	
Medical attendance on Labrador coast, etc	800	
Protection of fisheries	500	
Census	3,000	
Election expenses	20,000	
Fishery Bureau	20,000	
Dry Dock water rates	100	
Rent Bannerman Park	80	
Museum	800	
Promotion of Agriculture	4,000	
Conveyance of sick fishermen from Labrador	400	
Registration Births, &c., Act	1,500	
Pickled Fish Inspection Act	1,000	
<i>Forwarded</i>	\$254,507	\$1,409,036

ESTIMATES AND PUBLIC ACCOUNTS.

<i>Brought forward</i>	\$254,507	\$1,409,036
Sheep Preservation Act.....	100	
Expenses inspection railway construction.....	4,000	
Coal boring.....	2,000	
Erection Custom House, Blanc Sablon.....	500	
To pay off debentures due under St. John's Re- building Act.....	6,285	
		<hr/> 267,392
		1,676,428
Balance in favor of the colony on 31st Dec., 1893		<hr/> 4,769
		<hr/> <u>\$1,681,197</u>

Estimated Revenue, 1893.

Customs, including Labrador and West Coast..		\$1,520,000
Postal.....	\$45,000	
Crown Lands.....	3,000	
Licenses.....	4,000	
Miscellaneous sources.....	8,000	
Harbor Master's dues and Examiner's fees.....	1,400	
Light dues.....	28,000	
Dock.....	8,000	
Interest on debt due by Railway Company.....	2,520	
Imperial Mail Subsidy.....	19,200	
Interest, account Municipal Act Loan.....	37,077	
Receipts from Broom Factory, Penitentiary.....	5,000	
		<hr/> 161,197
		<hr/> <u>\$1,681,197</u>

ESTIMATES AND PUBLIC ACCOUNTS.

Balance to debit of colony on 31st Dec., 1892, as per balance sheet	\$616,382.79
Estimated cost Fire Brigade, St. John's	50,000.00
Estimated cost erection Lighthouses	50,000.00
Estimated cost Telegraph extension	15,000.00
	<hr/>
	<u>\$731,382.79</u>

Balance to credit of colony on current account to 31st Dec., 1893, as above	\$4,769.00
Balance to debit of colony on 31st Dec., 1893	726,613.79
	<hr/>
	<u>\$731,382.79</u>

RICHARD H. O'DWYER,
Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

(For estimate for defraying part of the public expenditure of the Colony for the year 1893, see pages 97 to 105 of the Journal, which estimate, as tabled by the Receiver General, amounted to \$966,289).

ESTIMATES AND PUBLIC ACCOUNTS.

Statement of Balances in the Treasury Department of the Colony of Newfoundland on the 31st December, 1892, including Unexpended Legislative Grants.

CREDIT BALANCES.

Union Bank	\$166,787 92
Customs Bonds	244,074 33
Municipal Council	50,555 70
J. E. Simpson & Co	75,000 00
Newfoundland Railway Company	2,181 87
	<hr/>
	\$538,599 82
Balance against the Colony	616,382 79
	<hr/>
	<u>\$1,154,982 61</u>

DEBIT BALANCES.

Outstanding Warrants	283,214 09
Outstanding Interest	60,785 26
Balance due the London and Westminster Bank	664,800 00
Balance due the Carbonear Water Company	43 65
	<hr/>
	\$1,008,843 00
Unexpended Legislative Grants	146,139 61
	<hr/>
	<u>\$1,154,982 61</u>

RICHARD H. O'DWYER,
Receiver General.

ESTIMATES AND PUBLIC ACCOUNTS.

Statement shewing the aggregate amount of the Public Debt of the Colony of Newfoundland, on the 31st day of December, 1892, and the years in which certain portions of it are payable.

Am't consolidt'd under Act 22 Vic., 16		\$19,666 22	
" " " 23 " 12		461 54	
" " " 28 " 18		32,630 00	
" " " 29 " 20		86,307 00	
" " " 34 " 11		34,500 00	
" " " 35 " 12		327,634 11	
" " " 37 " 11		203,768 77	
" " " 38 " 12		10,000 00	
" " " 38 " 22		8,350 00	
" " " 39 " 14		57,450 00	
" " " 40 " 24		98,000 00	
" " " 41 " 18		23,800 00	
" " " 42 " 21		15,192 00	
" " " 45 " 20		36,500 00	
" " " 46 " 22		50,000 00	
" " " 46-7 " 5,4		600,000 00	
" " " 49 " 15		240,000 00	
			\$1,844,259 64
Am't repayable in the year 1893.....		41,346 09	
" " " 1895.. ..		978 00	
" " " 1896.....		2,083 20	
" " " 1897.....		16,679 60	
" " " 1898.....		41,459 22	
" " " 1899.....		9,203 13	
" " " 1900.....		5,998 95	
" " " 1901.....		17,186 34	
" " " 1902.....		7,659 02	
" " " 1908.....		4,600 00	
" " " 1917.....		145,000 00	
" (inscribed stock) " 1938		1,536,000 00	
" repayable in the year 1938.....		155,569 54	
" " " 1939.....		389,000 00	
" Hall's Bay Railway, 1941.....		2,106,000 00	
St. John's Rebu'ld'g Act, '92, 1942.....		70,344 68	4,549,107 77
			<u>\$6,393,367 41</u>

RICHARD H. O'DWYER,
Receiver General.

Financial Secretary's Consolidated Statement of Expenditure for the year ending 31st December, 1892.

Expenditure for the undermentioned services, as sanctioned by the Governor's warrant.	Address of Assembly.	Credit Balances from 1891.	Legislative Votes and Special Acts.	Expenditures.	Unexpended Balances, Dec. 31st, 1892.	Overdrawn Accounts, Dec. 31st, 1892.
Address House of Assembly	\$ 16,815.72			\$16,815 72		
Agriculture, promotion of: Acts 1886 and 1888			\$1,355 10	1,355 10		
Agriculture, promotion of; under control of Government Boards		\$2,973 16	4,000 00	5,500 00	\$1,473 16	
Agricultural Society, general grant		864 13	1,700 00	1,734 03	830 10	
Agricultural Society, Conception Bay grant		12 68	462 00	368 15	106 53	
Alterations and repairs, Court House, St. John's		10,000 00		102 53	9,897 47	
Bait Protection Act			*19,758 03	19,758 03		
Bannerman Park			80 00	80 00		
Board of Health, and Quarantine Act			21,653 65	21,653 65		
Charitable institutions and societies, viz:						
Dorcas Society, St. John's			231 00	231 00		

*This includes balance of S. S. *Fiona's* account, viz: \$10,605.35. The remainder of the *Fiona's* account is charged to Circuit Courts on account of hire, viz: \$4,744.00. Further credits in Receiver General's statement.

ESTIMATES AND PUBLIC ACCOUNTS.

Dorcas Society, Har. Grace	120 00	120 00	120 00	120 00
Dorcas Society, Carbonear.		116 00	116 00	
Dorcas Society, Twillingate		100 00	100 00	
General Protestant Industrial Society		462 00	462 00	
Industrial department Benevolent Irish Society		231 00	231 00	
Institute for blind, Halifax.		900 00	900 00	
Institute for the deaf and dumb. Halifax		500 00	500 00	
St. Vincent de Paul, male branch		462 00	462 00	
St. Vincent de Paul, female branch		231 00	231 00	
St. Vincent de Paul, Harbor Grace	120 00	120 00	240 00	
Chronometer time		100 00	100 00	
Circuit Courts		5,500 00	6,199 54	699 54
Civil and Criminal Prosecutions		4,000 00	7,444 32	3,444 32
Consolidation of Laws	3884 35		300 00	3,584 35
Constabulary		45,000 00	60,489 15	15,489 15
Court Houses and Gaols		10,000 00	7,682 94	2,317 06
Census	4 68	3,000 00	3,416 96	412 28
Conveyance of sick fishermen from Labrador		400 00	309 00	91 00
Colonial Building expenses			1,055 41	1,055 41
Debentures under Sewerage Act and voted by Loan Bill, 1890, to pay off above.	69,230 96			69,230 96
Delegation to Halifax, N.S.			1,354 07	1,354 07

ESTIMATES AND PUBLIC ACCOUNTS.

Financial Secretary's Consolidated Statement of Expenditure, for the year ending 31st December, 1892 (continued).

Expenditure for the undermentioned services, as sanctioned by the Governor's warrant.	Address of Assembly.	Credit Balances from 1891.	Legislative Votes and Special Acts.	Expenditures.	Unexpended Balances, Dec. 31st, 1892.	Overdrawn Accounts, Dec. 31st, 1892.
Dry Dock water rates			100 00	100 00		
Dry Dock expenses				1,076 25		1,076 25
Dredging		20,000 00		1,250 93	18,749 07	
Education Act, viz.: Education general		117 32	108,027 58	106,613 00	1,531 90	
Education, Higher, viz.:						
Roman Catholic		642 70	1,919 16	1,527 56	1,034 30	
Church of England		637 70	1,801 50	2,439 20		
Methodist		1,111 36	1,325 09	1,418 00	1,018 45	
Congregational		40 86	20 11		60 97	
Reformed Episcopal		52 19	14 55		66 74	
Education, Pupil Teachers, viz.:						
Roman Catholic		13 74	2,357 53	2,337 50	33 77	
Church of England			1,907 91	1,907 91		
Methodist		521 72	1,403 36	1,547 49	377 59	
Congregational		62 22	21 30		83 52	
Reformed Episcopal		17 20	15 41		32 61	
Education Encouragement of Teachers, viz.:						
Roman Catholic		1,084 48	1,919 16	1,366 00	1,637 64	
Church of England		996 52	1,801 50	2,068 71	729 31	

ESTIMATES AND PUBLIC ACCOUNTS.

Methodist	662 67	1,325 09	1,064 04	922 82	.....
Congregational	54 87	20 11	10 33	64 05	.....
Reformed Episcopal	54 36	14 55	6 00	62 91	.....
Education, destitute places, viz:					
Roman Catholic		2,001 94	2,001 94		.....
Church of England	99 70	1,879 20	1,978 90		.....
Methodist		1,382 25	1,297 16	85 09	.....
Congregational		20 98	20 98		.....
Reformed Episcopal		15 18	15 18		.....
Education, promotion of, vote of \$20,000:					
Roman Catholic	531 64	7,460 81	3,660 00	4,332 45	.....
Church of England	1,252 15	6,998 68	2,948 67	5,302 16	.....
Methodist	849 40	5,142 18	2,183 66	3,807 92	.....
Congregational		78 13	38 98	39 15	.....
General Protestant	*19 58	76 24	95 82		.....
Reformed Episcopal		56 75	48 54	8 21	.....
Election expenses			2,001 27		2,001 27
Encouragement of shipbuilding		2,372 00	2,372 00		.....
Executive responsibility			3,280 86		3,280 86
Expenses (legal) in suit <i>vs.</i> Newfoundland Railway Co.			772 50		772 50
Erection Custom House, Blanc Sablon		600 00	600 00		.....
Fisheries Commission		10,600 00	11,742 23		1,142 23
Fuel and Light, viz:					
Colonial Building		1,200 00	1,352 78		152 78
Custom House		400 00	123 00	277 00	.....
Government House		1,700 00	2,743 65		1,043 65

*Credit from \$5,000 vote, 1891.

ESTIMATES AND PUBLIC ACCOUNTS.

Financial Secretary's Consolidated Statement of Expenditure for the year ending 31st December, 1892 (continued).

Expenditure for the undermentioned services, as sanctioned by the Governor's warrant.	Address of Assembly.	Credit Balances from 1891.	Legislative Votes and Special Acts.	Expenditures.	Unexpended Balances, Dec. 31st, 1892.	Overdrawn Accounts, Dec. 31st, 1892.
Fuel, light and attendance, public offices			\$350 00	\$418 20		\$68 20
Forest fires and storms				3,571 50		3,571 50
Government engineer's office			2,173 14	2,419 55		246 41
Grand Bank pier, etc				1,259 73		1,259 73
Harbor Master's office			600 00	773 60		173 60
Home industries			7,185 97	7,185 97		
Hospital expenses, Quidi Vidi			9,000 00	9,406 65		406 65
Herring fishery investigation				189 69		189 69
Hospital, Ross's valley				1,377 36		1,367 36
Inquests and magisterial inquiries			400 00	560 33		160 33
Instructors to masters and mates			200 00	201 00		1 00
Insurance of public buildings			2,000 00	1,657 50	342 50	
Inspection of pickled fish			1,000 00	1,302 06		302 06
Interest account, Board of Works				1,833 16		1,833 16
Jubilee scholarship			480 00	480 00		
Labrador relief				292 05		292 05
Land and mineral survey			6,000 00	6,892 91		892 91

ESTIMATES AND PUBLIC ACCOUNTS.

APPENDIX.

ESTIMATES AND PUBLIC ACCOUNTS.

APPENDIX.

Legislative contingencies, Library vote.....		5 00 00	433 70	66 30	
Legislative contingencies, proper		37,130 07	37,414 02		283 35
Lighting and cleaning Saint John's streets		8,400 00	8,400 00		
Lighting Harbor Grace streets		500 00	500 00		
Lighthouses		50,670 00	45,952 53	4,717 47	
Lighthouse, Harbor Grace	4,000 00			4,000 00	
Lighthouse, Twillingate.....	1,657 00			1,657 00	
Lunatic Asylum		20,000 00	19,752 91	247 09	
Mercantile Marine office			32 98		32 98
Medical attendance, Labrador.....		800 00	1,000 11		290 11
Miscellaneous votes in supply.....		400 00	400 00		
Museum	1,443 95	800 00	610 31	1,633 64	
Municipal Council			3,881 37		3,881 37
Municipal Council election account			1,470 61		1,470 61
New Court House			30 00		30 00
Newfoundland Railway subsidy		45,400 00	45,383 00	17 00	
Noon and fog gun, and Blockhouse		1,558 00	1,872 59		314 59
*Penitentiary, broom department		2,500 00	4,944 99		2,444 99
Penitentiary expenses		7,000 00	7,483 31		483 31
Poor Asylum		9,000 00	10,742 32		1,742 32
Postages and incidentals		2,000 00	2,163 49		163 49
Postal Department		64,000 00	65,270 84		1,270 84
Printing and Stationery		8,000 00	12,844 17		4,844 17

*See Receiver General's statement for credit.

Financial Secretary's Consolidated Statement of Expenditure for the year ending 31st December, 1892 (continued).

Expenditure for the undermentioned services, as sanctioned by the Governor's warrant.	Address of Assembly.	Credit Balances from 1891.	Legislative Votes and Special Acts.	Expenditures.	Unexpended Balances, Dec. 31st, 1892.	Overdrawn Accounts, Dec. 31st, 1892.
Protection of fisheries			\$500 00	\$371 00	\$129 00	
Public works, eighteen districts at \$2,000 per district			36,000 00	36,000 00		
Placentia Branch railway				2,214 90		2,214 90
Pensions and retiring allowances			4,552 00	3,639 31	912 69	
Public Inquiries Act				212 00		212 00
Rebuilding Act, St. John's				22,983 04		22,983 04
Railway connecting roads				619 55		619 55
Railway construction to Hall's Bay				12,037 95		12,037 95
Railway construction to Hall's Bay, inspection			1,826 86	1,826 86		
Registration of births, marriages, and deaths		629 10	1,500 00	1,537 84	591 26	
Registration of voters				211 72		211 72
Registration of jurors			655 12	655 12		
Relief of poor			140,000 00	170,700 00		30,700 00
Rent of public offices			1,180 00	1,180 00		
Registrar General's office,— Births, marriages, and deaths				105 55		105 55

ESTIMATES AND PUBLIC ACCOUNTS.

APPENDIX.

Repairs, viz :—				
Blockhouse		150 00	45 39	104 61
Colonial Building		900 00	1,461 64	561 64
Custom House, St. John's		500 00	24 47	475 53
Custom House, Har. Grace		300 00	92 58	207 42
Court House and Penitentiary, St. John's		1,500 00	2,076 23	576 23
Court Houses and Gaols in outports		2,800 00	2,687 73	112 27
Drill Shed		200 00	44 85	155 15
Government House		2,250 00	3,074 22	824 22
Hospital, Quidividi		1,100 00	1,685 52	585 52
Hospital, St. George's		700 00	737 13	37 13
Imperial Buildings		400 00	433 41	33 41
Kerosene Oil Store		700 00	95 93	25 93
Lunatic Asylum		1,800 00	947 90	852 10
Poor Asylum		3,350 00	3,519 40	169 40
Town clock and attendance on clocks in public offices		200 00	200 00	
Roads, Acts 53, 54 and 55 Vic.	10,619 48	125,004 45	127,243 00	8,380 93
St. John's sewerage account			2,507 11	2,507 11
St. John's fire expenses			5,592 63	5,592 63
Salaries, viz :—				
Ferryman		5,076 00	5,076 00	
Gaolers and assistants		1,204 00	1,204 00	
Local constables		1,549 00	1,572 25	23 25
Miscellaneous		41,800 00	41,822 48	22 48
Outport Clerks of the Peace		1,250 00	1,250 00	
Outport Magistrates		17,535 00	16,797 50	737 50
Special		51,620 64	51,620 64	

ESTIMATES AND PUBLIC ACCOUNTS.

Financial Secretary's Consolidated Statement of Expenditure for the year ending 31st December, 1892 (continued).

Expenditure for the undermentioned services, as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit Balances from 1891.	Legislative Votes and Special Acts.	Expenditures.	Unexpended Balances, Dec. 31st, 1892.	Overdrawn accounts, Dec. 31st, 1892.
Sheep Preservation Act.....			224 45	224 45		
Steam (coastal) south, west, and north			59,000 00	54,280 00	4,720 00	
Steam, Labrador.....			8,000 00	7,905 00	95 00	
Steam, Placentia Bay, etc			20,000 00	12,660 00	7,340 00	
Steam, ocean			69,360 00	60,720 00	8,640 00	
Steam, western and extra mail service		2,250 00	3,500 00	5,800 00		50 00
Shipwrecked crews.....			3,000 00	2,779 88	220 12	
Telegraph construction and maintenance			18,000 00	13,413 32	4,586 68	
Temporary buildings				6,674 91		6,674 91
Trinity Bay disaster.....				1,340 71		1,340 71
Unforeseen contingencies.....			2,500 00	1,853 70	646 30	
Weights and Measures Act.....			292 20	292 20		
Total	\$ 16,815.72	136,631 87	1,205,857 53	1,327,869 07	179,496 42	148,060 37

FINANCIAL SECRETARY'S OFFICE,
31st December, 1892.

JOHN STUDDY,
Financial Secretary.

ESTIMATES AND PUBLIC ACCOUNTS.

ESTIMATES AND PUBLIC ACCOUNTS.

Financial Secretary's Consolidated Statement of Expenditure for year ending 31st Dec., 1892 (concluded).

The undermentioned sums have been dropped from the credit balances by direction of the Government :—

Court Houses and Gaols	\$2,317 06
Conveyance of sick fishermen	91 00
Fuel and light, Custom House	277 00
Insurance Public Buildings	342 50
Light House expenses	4,717 47
Lunatic Asylum expenses	247 09
Newfoundland Railway subsidy	17 00
Protection of fisheries	129 00
Pensions and retiring allowances	912 69
Repairs Block House	104 61
Repairs St. John's Custom House	475 53
Repairs Harbor Grace Custom House	207 42
Repairs Outport Court Houses and Gaols	112 27
Repairs Drill Shed	155 15
Repairs Lunatic Asylum	852 10
Salaries, Outport Magistrates	737 50
Steam, north and west	4,720 00
Steam, Labrador	95 00
Steam, Placentia and other bays	7,340 00
Steam, ocean	8,640 00
Shipwrecked crews	220 12
Unforeseen contingencies	646 30
	\$33,356 81
Unexpended Legislative grants, as above	\$179,496 42
Dropped balances, as above	33,356 81
	Amount to be carried to 1893 account.....\$146,139 61

Financial Secretary's office,
31st December, 1892.

JOHN STUDDY,
Financial Secretary.

CUSTOMS RETURNS.

Dr. A Consolidated Account Current of Receipts

1892.

Jan. 1.—To balances, viz. :

Lloyd's Survey \$374 83

Outports, viz. :

Twillingate \$1,255 29

Harbor Grace 3,402 53

Brigus 118 58

Ferryland 701 37

Placentia 510 84

St. Lawrence 22

Fortune 86 88

Grand Bank 3 36

St. Jacques 37 81

Harbor Briton 353 96

Gaultois 60 00

Burgeo 3 28

Channel 18 60

Bay St. George 564 70

Bay of Islands 399 85

Bonne Bay 45 14

Flower's Cove 325 06

Blanc Sablon 64 89

Labrador, E.C. 4,674 07

Tilt Cove 12 68

Lamaline 2 49

Lawn 163 49

Harbor Main 57 20

Cape Broyle 82 77

Botwoodville 3 00

Forwarded \$12,947 96 \$374 83

CUSTOMS RETURNS.

and Payments for year ended 31st Dec., 1892.

Cr.

1892.

Jan'y 1.—Balance, viz :

Bank Fishermen's Insurance			
Fund	\$67	20	
Wrecked Property	533	82	
Fines and forfeitures not dis- posed of	2,944	56	
			\$3,545 58

Outports, viz :

Carbonear	141	18	
Little Bay	1,419	08	
Fogo	1,761	52	
Catalina	856	44	
Hant's Harbor	3	29	
Harbor Buffett	96	26	
Oderin	20	00	
Pushthrough	9	12	
LaPoile	279	66	
Rose Blanche	2	05	
King's Cove	218	11	
Heart's Content	346	34	
Black River	77	5,153 82	\$8,699 40

Dec. 31—Drawbacks, St. John's

Return duties, St. John's...	903	31	
Return duties, Outports	68	24	
			971 55
Over entries, St. John's	6,888	59	
Over entries, Outports	95	6,889 54	
			6,889 54

Forwarded

\$9,781 56 \$8,699 40

CUSTOMS RETURNS.

Dr. *A Consolidated Account Current of Receipts*

1892.			
<i>Brought forward</i>	\$12,947 96	\$374 83	
Outports (con.), viz :			
Bay Roberts.....	41 68		
Burin	497 42		
	\$13,487 06	\$13,861 89	
Dec. 31--To duties :			
St. John's.....	\$1,514,371 73		
Outports	203,596 22		
Interest on Bonds	13,140 46		
Bonds destroyed by fire.	5,869 41		
Surcharges	704 44		
Fines and Forfeitures...	333 90		
Local Distillation.....	3,816 47		
	1,741,832 63		
Warehouse Rent		83 20	
Lloyd's Survey		726 11	
Surveyor Shipping, fees		63 70	
Harbor Master's dues...		1,438 50	
Light Dues, St. John's..	13,623 59		
Light Dues, Outports..	16,502 04		
	30,125 63		
Balances, viz. ;			
Wrecked Property.....	299 13		
Goods abandoned for du- ties	208 89		
Fines and Forfeitures not disposed of.	770 92		
Fire Reserve Fund	9,361 81		
<i>Forwarded</i>	\$10,640 75	\$1,788,131.66	

CUSTOMS RETURNS.*and Payments for year ended 31st Dec., 1892.* *Cr.*

1892.

<i>Brought forward</i>		\$9,781 56	\$8,699 40
Lumber certificates	110 50		
Quarantine	47 80	158 30	
			9,939 86
Salaries, St. John's, viz :			
Officers	14,926 40		
Tidewaiters	13,041 25		
Boatmen	4,337 00		
Excise	120 00		
		32,424 65	
Outports, viz :			
Officers	26,672 21		
Tidewaiters	3,583 65		
Boatmen	1,421 56	31,677 42	64,102 07
Superannuation			1,232 50
Incidentals :			
St. John's		7,496 86	
Outports		4,151 12	11,647 98
Survey Labrador vessels ..			1,036 50
S. W. Coast Revenue Ser- vice			5,067 81
Labrador Revenue Cruiser.			1,896 00
Treasury, viz :			
Bonds transferred to Union Bank		657,044 62	
Cash transferred to Union Bank		1,027,701 66	
			1,684,745 28
<i>Forwarded</i>			\$1,788,367 40

CUSTOMS RETURNS.

Dr. A Consolidated Account Current of Receipts

1892.

Brought forward.....\$10,640 75 \$1,788,131 66

Balances (continued) viz:

Blanc Sablon Custom

House... .. 100 00

Board of Revenue..... 1 88

 10,742 63

Outports, viz.:

Catalina 170 19

Placentia..... 198 56

Harbor Buffett..... 112 07

Burin 63 55

Pushthrough 9 12

LaPoile..... 124 35

Flower's Cove 145 43

Labrador, E.C..... 452 64

Heart's Content... .. 4 54

Black River..... 113 38

Botwoodville 2,579 11

Carbonear 1,285 34

 5,258 28 16,000 91

 \$1,804,132.57

CUSTOM HOUSE, St. John's, 31st Dec., 1892.

CUSTOMS RETURNS.

and Payments for year ended 31st Dec., 1892. *Cr.*

1892.				
<i>Brought forward</i>				\$1,788,367 40
Balances, viz :				
<i>Maud S.</i>			250 00	
Outports, viz :				
Twillingate	.....	3,439	51	
Fogo	.....	3,255	06	
Harbor Grace	.....	1,837	26	
Bay Roberts	.....	631	37	
Brigus	.....	256	99	
Ferryland	.....	481	38	
Trepassey	.....	26	85	
St. Mary's	.....	28	05	
Oderin	.....	22	97	
Fortune	.....	365	12	
Grand Bank	.....	21	36	
Harbor Briton	.....	454	31	
Burgeo	.....	289	18	
Bonne Bay (Taylor)	.....	537	15	
Bonne Bay (Bancroft)	.....	221	08	
Blanc Sablon	.....	64	89	
Western Bay	.....	68	92	
King's Cove	.....	290	70	
Lawn	.....	163	49	
Harbor Main	.....	57	20	
Cape Broyle	.....	82	77	
Pilley's Island	.....	352	34	
Bay St. George	.....	1,587	48	
Bay of Islands	.....	821	14	
St. Jacques	.....	158	60	
		15,515	17	15,765 17
				\$1,804,132 57

I certify the foregoing account to be true and correct to the best of my knowledge and belief.

RICHARD H. O'DWYER,
Receiver General.

CUSTOMS RETURNS.

Total Value of the Imports and Exports of the Colony of Newfoundland, in the year 1892.

IMPORTS.

United Kingdom	\$1,867,455 00
British Colonies, viz. :	
Canada	\$1,981,466 00
British West Indies	128,398 00
Jersey	569 00
	2,110,433 00
Foreign Countries, viz. :	
United States	\$966,261 00
French Colonies	4,586 00
Spain	43,800 00
Portugal	9,868 00
Italy	8,334 00
Russia	2,140 00
	1,034,989 00
Grand total	\$5,012,877 00

EXPORTS.

Newfoundland produce to various countries	\$5,606,632 00
Produce of other countries to various countries	44,479 00
	44,479 00
Grand total	\$5,651,111 00

Imports comprise whole return for Labrador, E.C., Blanc Sablon, Pilley's Island, and Flower's Cove; half year for rest of colony. Exports comprise whole return for St. John's, Little Bay, Tilt Cove, Pilley's Island, Flower's Cove, and Blanc Sablon; the rest of the colony half year. No returns of exports direct from Labrador.

General Imports into the Colony of Newfoundland for the year 1892.

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ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Ale, Porter, Cider, and Perry	United Kingdom Canada United States		gals.	\$		\$	
			18,714	3,743	20c. per gal.	30c. per gal.	
			89	17	"	"	
			299	60	"	"	
			19,102	3,820		5,730.60	
Animals, viz : Oxen and Cows .	Canada St. Pierre		No.	\$		\$	
			2,219	59,749	Declared.	20 per cent.	
			33	529	"	"	
			2,252	60,276		12,055.20	
Pigs and Calves .	Canada United States St. Pierre		No.	\$		\$	
			160	800	\$5 each.	60c. each.	
			22	110	"	"	
			8	40	"	"	
			190	950		114.00	

CUSTOMS RETURNS.

APPENDIX.

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General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Sheep	Canada		No. 2,620	\$ 7,860	\$3 each.	\$	60c. each.
	St. Pierre.....		4	12	"	.....	"
			2,624	7,872	.....	1,574.40	.....
Horses.....	Canada		No. 86	\$ 6,020	\$70 each.	\$	\$6 each.
	United Kingdom		2	140	"	.....	"
			88	6,160	.....	528.00	.....
Apples... ..	Canada		brls. 5,820	\$ 17,460	\$3 each.	\$	50c. per brl.
	United States ...		826	2,478	"	.....	"
			6,646	19,938	.....	3,323.00	.....

CUSTOMS RETURNS.

Apples (dried)	Canada	lbs.	\$	8c. per brl.	\$	2c. per lb.
	United States	6,201	496	"		"
		8,711	697			
		14,912	1,193		298.24	
<hr/>						
Bacon, Hams, and Sausages	United Kingdom	cwts.	\$	\$13 per cwt	\$	\$2.50 per cwt
	Canada	376	4,888	"		"
	United States	132	1,716	"		"
		1,207	15,691			
		1,715	22,295		4,287.50	
<hr/>						
Beef, Pigs' Heads, Feet, and Jowls..	United Kingdom	brls.	\$	\$12 per brl.	\$	\$1 per brl.
	Canada	443	5,316	"		"
	United States	2,321	27,852	"		"
		9,609	115,308			
		12,373	148,476		12,373.00	
<hr/>						
Biscuit and Bread..	Canada	cwts.	\$	\$4 per cwt.	\$61.80	20c. per cwt.
		309	1,236			

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Butter and Oleomargarine			cwts.	\$		\$	
	Canada	5,897		88,455	\$15 per cwt.		\$3 per cwt.
	United States	254		3,810	"		"
	United Kingdom	12		180	"		"
	St. Pierre	3		45	"		"
		6,166		92,490		18,498.00	
Ditto	Canada		lbs.	\$		\$	75c. per 100
			4,274	572	\$15	32.05	lbs. extra.
Casks, empty, 2nd-hand, 45 gallons and under			No.	\$		\$	
	Canada	107		107	\$1 each.		45c. each.
	St. Pierre	26		26	"		"
			133		133		59.85

CUSTOMS RETURNS.

APPENDIX.

Cask Staves, manu- factured, capable of making casks of 45 gallons and upwards.....	Canada	No.	\$			
		1,000	100		\$57.50	\$5.75 per 100
<hr/>						
Cheese	United Kingdom	cwts.	\$		\$	
		72	1,008	\$4 per cwt.		\$3 per cwt.
	Canada	1,237	17,318	"		"
	United States ...	93	1,302	"		"
		1,402	19,628		4,206.00	
<hr/>						
Chocolate & Cocoa.	United Kingdom	lbs.	\$		\$	
		36,651	4,398	12c. per lb.		6c. per lb.
	Canada	817	98	"		"
	U. States.....	161	19	"		"
		37,629	4,515		2,257.74	
<hr/>						
Cigars	United Kingdom	M.	\$		\$	
		125	2,515	Declared.		\$6 per cwt.
	Canada	385	6,704	"		and 10 p. ct.
	United States ...	46	2,330	"		<i>ad val.</i>
		556	11,549		4,490.90	

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Cigarettes	Canada		M. 260	\$ 582	Declared.	\$	\$1.20 pr. cwt and 20 per c.
	United States		91	547	"		<i>ad val.</i>
			351	1,129		647.00	
Coffee (green)....	United Kingdom		lbs. 10,516	\$ 2,103	20c. per lb.	\$	5c. per lb.
	Canada		1,941	388	"		"
	United States		754	151	"		"
	St. Pierre		3	1	"		"
			13,214	2,643		660.70	
Coffee (roasted)...	United Kingdom		lbs. 41,638	\$ 10,409	25c. per lb.	\$	7c. per lb.
	Canada		391	97	"		"
	United States		1,812	453	"		"
			43,841	10,959		3,068.87	

CUSTOMS RETURNS.

APPENDIX.

Confectionery.	United Kingdom	cwts.	\$		\$	
	Canada	756	11,340	\$15 per cwt	7,657.00	\$6.50 per cwt
	United States	182	2,730	"		"
	.....	240	3,600	"		"
		1,178	17,670		7,657.00	
Feathers & Feather Beds	United Kingdom	lbs.	\$		\$	
	Canada	100	10	10c. per lb.		7c. per lb.
	United States	50	5	"		"
	.....	64,361	6,436	"		"
		64,511	6,451		4,515.77	
Flour	Canada	brls.	\$		\$	
	United States	207,125	828,500	\$4 per brl.		30c. per brl.
	St. Pierre	52,466	209,864	"		"
	.....	144	576	"		"
		259,735	1,038,940		77,920.50	
Ditto	Canada	brls.	\$		\$	
	.....	521	2,084	\$4 per brl.	\$390.75	75c. extra.

CUSTOMS RETURNS.

APPENDIX.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Fresh Meat and Poultry			lbs.	\$		\$	
	United Kingdom	265	265	18	7c. per lb.	18	1½c. per lb.
	Canada	94,746	94,746	6,632	"	6,632	"
	United States ...	2,627	2,627	184	"	184	"
			97,638	97,638	6,834	1,464.57
Fruit (dried)			lbs.	\$		\$	
	United Kingdom	516,972	516,972	51,697	10c. per lb.	51,697	3c. per lb.
	Canada	12,253	12,253	1,225	"	1,225	"
	United States ...	43,775	43,775	4,377	"	4,377	"
	Spain	32	32	3	"	3	"
	Portugal	252	252	25	"	25	"
	St. Pierre	128	128	13	"	13	"
		573,412	573,412	57,340	.....	17,202.36	.....

CUSTOMS RETURNS.

APPENDIX.

Hay	Canada	tons.	\$			
		2,136	32,040	\$15 per ton.	\$3,844.80	\$1.80 per ton
<hr/>						
Indian Corn	Canada	bushels.	\$		\$	
	United States	1,632	979	60c. p. bush	6c. per bush.	
	United States	3,600	2,160	"	"	
		5,232	3,139		\$313.92	
<hr/>						
Jams and Preserves.	United Kingdom	lbs.	\$	Declared.	\$	5c. per lb.
	Canada	47,770	4,223	"		and 20 p. ct.
	United States	1,227	125	"		<i>ad val.</i>
	United States	6,643	265	"		
		55,640	4,613		\$3,704.60	
<hr/>						
Indian Meal	Canada	brls.	\$		\$	
	United States	2,155	6,465	\$3 per brl.	25c. per brl.	
	United States	1,252	3,756	"	851.75	ditto
	Canada	10	30	"	2.55	25½c. extra.
		3,417	10,251		854.30	
<hr/>						

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Lumber (rough) ..	United Kingdom		M. 12	\$ 120	\$10 per M.	\$	\$2.50 p. 1000 feet.
	Canada		9,536	95,360	"	.....	"
	B. W. Indies		3	30	"	.....	"
	U. States		34	340	"	.....	"
	St. Pierre		14	140	"	.....	"
				9,599	95,990	23,997.50
Lumber (dressed).	Canada		M. 3,261	\$ 39,132	\$12 per M.	\$	\$4 p. 1000 ft.
	United States		3	36	"	.....	"
	St. Pierre		1	12	"	.....	"
				3,265	39,180	13,060.00

CUSTOMS RETURNS.

APPENDIX.

Molasses	United Kingdom	gals.	\$		\$	
	Canada	18,665	5,599	30c. per gal	7c. per gal.	
	United States ...	114,028	34,208	"	"	
	B. W. Indies.....	133,607	40,082	"	"	
	St. Pierre.....	398,640	119,592	"	"	
		194	58	"	"	
		665,134	199,539		46,559.38	
Oats	Canada	bushels.	\$		\$	
	United States ...	113,051	37,307	33c. p. bush	5c. per bush	
	Canada	1,074	354	"	"	
	Canada	6,021	1,987	"	10c. extra.	
		120,146	39,648		6,308.35	
Oatmeal.....	United Kingdom	brls.	\$		\$	
	Canada	80	320	\$4 per brl.	30c. per brl.	
	United States ...	1,468	5,872	"	"	
		91	364	"	"	
		1,639	6,556		491.70	
Oil, viz : Kerosene.	Canada ...	gals.	\$		\$	
	United States ...	6,032	482	8c. per gal.	6c. per gal.	
	St. Pierre.....	255,374	20,430	"	"	
	Canada	84	7	"	"	
		562	45	"	5c. extra.	
		262,052	20,964		15,717.50	

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Peas	United Kingdom		brls. 24	\$ 72	\$3 per brl.	\$	30c. per brl.
	Canada		3,272	9,816	"		"
	United States		62	186	"		"
			3,358	10,074		1,007.40	
Pork	Canada		brls. 6,118	\$ 97,888	\$16 per brl.	\$	\$1.75 per brl
	United States		5,712	91,392	"		"
	St. Pierre		2	32	"	20,706.00	"
	Canada		17	272	"	12.75	75c. extra.
			11,849	189,584		20,718.75	
Salt	United Kingdom		tons. 308	\$ 924	\$3 per ton.	\$	20c. per ton.
	Canada		1,700	5,100	"		"

CUSTOMS RETURNS.

APPENDIX.

	Spain	14,427	43,281	"	.....	"
	Italy	2,778	8,334	"	.....	"
	B. W. Indies	2,685	8,055	"	.....	"
	Portugal	2,791	8,373	"	.....	"
	United States	115	345	"	.....	"
	St. Pierre	222	666	"	.....	"
	.....	25,026	75,078	.....	5,005.20	.....
Shingles and Laths.	Canada	M. 3,580	\$ 7,160	\$2 per M.	\$	60c. per M.
	St. Pierre	69	138	"	.....	"
	.....	3,649	7,298	.....	2,189.40	.....
Spirits, viz : Brandy	United Kingdom	gals. 3,491	\$ 8,727	\$2.50 p. gal.	\$	\$3 per gal.
	Canada	65	163	"	.....	"
	.....	3,556	8,890	.....	10,668.00	.....
Undefined	United Kingdom	gals. 44	\$ 44	\$1 per gal.	\$ 132.00	\$3 per gal.

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Spirits, viz :							
Rum	United Kingdom		gals. 8,078	\$ 8,078	\$1 per gal.	\$	\$1.85 per gal
	Canada		16,249	16,249	"	.....	"
	St. Pierre		5	5	"	.....	"
			24,332	24,332	.....	45,014.20	.....
Gin							
	United Kingdom		gals. 1,577	\$ 1,577	\$1 per gal.	\$	\$2.10 p. gal.
	Canada		57	57	"	.....	"
	St. Pierre		18	18	"	.....	"
			1,652	1,652	.....	3,469.20	.....
Whiskey							
	United Kingdom		gals. 8,313	\$ 12,469	\$1.50 p. gal	\$	\$2.40 per gal
	Canada		68	102	"	"
	United States		5	8	"	"
			8,386	12,579	20,126.40

CUSTOMS RETURNS.

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Cordials.....	United Kingdom	gals.	96	\$	96	\$1 per gal.	\$	\$2 per gal.
	Canada		20		20	"		"
		116		116	232.00
Straw	Canada	tons.	14	\$	84	\$6 per ton.	\$14.00	\$1 per ton.
Sugars, viz :								
Loat and Refined	United Kingdom	cwts.	1,057	\$	4,228	\$4 per cwt.	\$	\$4.50 p. cwt.
	Canada		153		612	"		"
	United States ...		271		1,084	"		"
	St. Pierre		3		12	"		"
	.....		1,484		5,936	.....	6,678.00	.....
Bastard	United Kingdom	cwts.	1,457	\$	5,099	\$3.50 p. cwt	\$	\$3.50 per cwt
	Canada		179		627	"		"
	United States ...		113		395	"		"
	St. Pierre		2		7	"		"
	.....		1,751		6,128	.....	6,128.50	.....

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total im-ports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Sugar, viz: Unrefined			cwts.	\$		\$	
	United Kingdom		8,190	20,475	\$2.50 p. cwt		\$3 per cwt.
	St. Pierre		10	25	"		"
	B. W. Indies		284	710	"		"
	Canada		3,471	8,677	"		"
	United States		1,135	2,838	"		"
			13,090	32,725		39,270.00	
Tea			lbs.	\$		\$	
	United Kingdom		634,337	98,329	Declared.		6c. per lb.
	Canada		31,151	5,133	"		and 20 p. ct.
	St. Pierre		291	58	"		<i>ad val.</i>
	United States		2,743	563	"		"
			668,522	104,083		60,927.92	

CUSTOMS RETURNS.

Timber	United Kingdom	tons.	\$		\$	
	Canada	110	880	\$8 per ton.	60c. per ton.	
	United States	2,618	20,944	"	"	
		12	96	"	"	
		2,740	21,920		1,644.00	
Tobacco (manufac- tured)	United Kingdom	lbs.	\$	Declared.	\$	20c. per lb.
	Canada	160	105	"		and 5 per ct.
	U. States	160,766	26,268	"		<i>ad val.</i>
	St. Pierre	199,521	25,380	"	74,738.55	"
	Canada	292	62	"	20.75	\$5 p. 100 lbs.
		415	83	"		extra.
		361,154	51,898		74,759.30	
Tobacco (leaf)	United States	lbs.	\$	20c. per lb.	\$	20c. per lb.
		33,295	6,659		6,659.00	
Tobacco (stems)	Canada	cwts.	\$	\$8 per cwt.	\$	60c. per cwt.
	United States	10	80	"		"
		58	464			
		68	544		40.80	

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CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Vegetables, viz :			No.	\$		\$	
Cabbage	Canada		35,255	1,763	5c. each.	.....	\$2 per 100.
	United States.....		9,884	494	"	902.78	"
	Canada		180	9	"	.....	40c. p. dozen
	Canada		120	6	"	10 00	heads extra.
			45,439	2,272	.....	912.78	.....
Potatoes	United Kingdom		603	90	15c. p. bush	.....	5c. per bush.
	Canada		20,440	3,066	"	.....	"
	U. States.....		408	61	"	.....	"
	St. Pierre.....		491	74	"	1,097.10	"
	Canada		3,361	504	"	840.25	25c. extra.
			25,303	3,795	1,937.35

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Turnips	Canada	bushels.	\$	20c. p. bush	\$	10c. per bush
	United States	3,068	613	"	317.90	"
	Canada	111	23	"	124.25	25c. extra.
	.....	497	99	.....	442.15	.....
		3,676	735	.....	442.15	.....
<hr/>						
Vinegar	United Kingdom	gals.	\$	20c. per gal	\$	15c. per gal.
	Canada	2,046	409	"	.....	"
	United States	288	57	"	.....	"
	.....	626	126	.....	444.00	.....
		2,960	592	.....	444.00	.....
<hr/>						
Wine, viz :						
Champagne	United Kingdom	gals.	\$	\$5 per gal.	\$904.00	\$4 per gal.
		226	1,130	.....	.....	.....
<hr/>						
Claret	United Kingdom	gals.	\$	\$1 per gal.	\$	50c. per gal.
	St. Pierre	848	848	"	.....	"
	.....	2	2	.....	425.00	.....
		850	850	.....	425.00	.....
<hr/>						

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Wine, viz :			gals.	\$			
Hock	United Kingdom		2	5	.....	\$2.00	\$1.00 per gal
			gals.	\$		\$	
Malaga	United Kingdom		192	100	.....	35c.	per gal.
	Spain		192	100	.....	"	"
			384	200	.....	134.40	.....
Malaga & Montilla	United Kingdom		gals. 184	\$ 232	Declared.	\$ 213.00	\$1 per gal. and 12½ p. c. <i>ad val.</i>
Port and Madeira	United Kingdom		gals. 784	\$ 1,568	\$2 per gal.	\$	\$1.65 per gal
	Portugal		440	880	"	.....	"
	Canada		4	8	"	.....	"
			1,228	2,456	.....	2,026.20	.....

CUSTOMS RETURNS.

APPENDIX.

Sherry and Manzanilla	Spain		gals. 125	\$ 312	Declared.	\$ 164.00	\$1 per gal. and 12½ p. c. <i>ad val.</i>
Spanish Red....	United Kingdom		gals. 1,089	\$ 1,089	\$1 per gal.	\$	35c. per gal.
	Canada		31	31	"		"
			1,120	1,120		392.00	
Eggs	Canada			\$ 1,954	Declared.	\$	7½ per cent.
	United States			48	"		"
				2,002		150.15	
Grease	United Kingdom			\$ 25	Declared.	\$	7½ per cent.
	Canada			29	"		"
	United States			166	"		"
				220		16.50	

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Tallow	Canada			\$ 73	Declared.	\$	7½ per cent.
	United States			137	"		"
				210		15.75	
Anchors and Chain Cables	United Kingdom			\$ 5,851	Declared.	\$	10 per cent.
	Canada			150	"		"
	United States			794	"		"
	St. Pierre			27	"		"
					6,822		682.20
Bread-Bag Brin, or Bagging	United Kingdom			\$ 4,939	Declared.	\$ 493.90	10 per cent.

CUSTOMS RETURNS.

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CUSTOMS RETURNS.

Brick	United Kingdom		\$	3,406	Declared.	\$	10 per cent.
	Canada			3,712	"		"
	United States ...			3,920	"		"
	Jersey			569	"		"
					11,607		1,160.70
Canvas for ships' use	United Kingdom		\$	10,078	Declared.	\$	10 per cent.
	United States ...			16,538	"		"
	Canada			2,044	"		"
				28,660		2,866.00	
Cement	United Kingdom		\$	2,083	Declared.	\$	10 per cent.
	Canada			203	"		"
	United States ...			104	"		"
				2,390		239.00	
Cordage.....	United Kingdom		\$	14,306	Declared.	\$	10 per cent.
	Canada			1,906	"		"
	United States ...			3,533	"		"
	St. Pierre			413	"		"
				20,158		2,015.80	

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Corks and Corkwood	United Kingdom	.....	.....	\$ 828	Declared.	\$	10 per cent.
	Canada	.....	.....	18	"	.....	"
	United States	.....	.....	310	"	.....	"
	Spain	.....	.....	62	"	.....	"
	Portugal	.....	.....	15	"	.....	"
					1,233	\$123.30
Fishing Tackle	United Kingdom	.....	.....	\$ 24,418	Declared.	\$	10 per cent.
	Canada	2,130	"	"
	United States	11,345	"	"
	St. Pierre	530	"	"
					38,423	3,842.30

CUSTOMS RETURNS.

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CUSTOMS RETURNS.

Fruit	United Kingdom		\$	6,192	Declared.	\$	10 per cent.
	Canada			986	"		"
	Portugal			16	"		"
	B. W. Indies.....			7	"		"
	United States...			1,499	"		"
					8,700		870.00
<hr/>							
Iron	United Kingdom		\$	23,739	Declared.	\$	10 per cent.
	Canada			356	"		"
	United States ...			444	"		"
					24,539		2,453.90
<hr/>							
Iron Hoop.....	United Kingdom		\$	1,817	Declared.	\$	10 per cent.
	Canada			43	"		"
					1,860		186.00

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General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Machinery.....	United Kingdom	.....	.....	\$ 16,706	Declared.	\$	10 per cent.
	Canada	.....	.....	20,567	"	.....	"
	United States	.....	.....	11,680	"	.....	"
				48,953	.....	4,895.30	.....
Nails (wrought)...	United Kingdom	.....	.....	\$ 10,534	Declared.	\$	10 per cent.
	Canada	.....	.....	433	"	.....	"
	United States	.....	.....	504	"	.....	"
				11,471	.....	1,147.10	.....
Oakum	United Kingdom	\$ 1,899	Declared.	\$	10 per cent.
	United States	26	"	"
				1,925	192.50

CUSTOMS RETURNS.

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Onions.....	United Kingdom.....		\$	732	Declared.	\$	10 per cent.
	Canada.....			2,199	"		"
	Spain.....			42	"		"
	Portugal.....			330	"		"
	United States.....			70	"		"
				3,373		337.30	
Pitch and Tar.....	United Kingdom.....		\$	2,899	Declared.	\$	10 per cent.
	Canada.....			1,535	"		"
	U. States.....			3,440	"		"
	Russia.....			2,140	"		"
					10,014		1,001.40
Poultry (alive) ...	Canada.....		\$	127	Declared.	\$	10 per cent.
	United States.....			19	"		"
	B. W. Indies.....			4	"		"
					150		15.00

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Sewing Machines..	United Kingdom			\$ 62	Declared.	\$	10 per cent.
	Canada			483	"		"
	United States			1,527	"		"
				2,072		207.20	
Tin (Block)	United Kingdom			\$ 7,155	Declared.	\$	10 per cent.
	Canada			2,609	"		"
	St. Pierre			99	"		"
				9,863		986.30	
Yarn	United Kingdom			\$ 17,117	Declared.	\$	10 per cent.
	Canada			33	"		"
				17,150		1,715.00	

CUSTOMS RETURNS.

Barley	United Kingdom		\$ 134	Declared.	\$	12½ per cent.
	Canada		2,483	"		"
	United States		30	"		"
			2,647		330.87	
Bran	United Kingdom		\$ 60	Declared.	\$	12½ per cent.
	Canada		4,848	"		"
	United States		643	"		"
			5,551		693.88	
Indian Corn	United States		\$37	Declared.	\$462	12½ per cent.
Hoops	United Kingdom		\$ 1,200	Declared.	\$	12½ per cent.
	United States		1,157	"		"
	Canada		410	"		"
			2,767		345.89	

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Medicine	United Kingdom			\$ 15,599	Declared.	\$	12½ per cent.
	Canada			12,368	"		"
	United States			5,550	"		"
				33,517		4,189.63	
Rice	United Kingdom			\$ 6,467	Declared.	\$	12½ per cent.
	Canada			155	"		"
	United States			130	"		"
				6,752		844.00	
Staves (undressed).	Canada			\$ 1,962	Declared.	\$	12½ per cent.
	United States			4,730	"		"
	St. Pierre			104	"		"
				6,796		849.50	

CUSTOMS RETURNS.

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Spars	Canada		\$	3,164	Declared.	\$	12½ per cent.
	United States			200	"		"
	St. Pierre			48	"		"
				3,412		426.50	
Malt	United Kingdom		\$	248	Declared.	\$	12½ per cent.
	Canada			3,433	"		"
				3,681		460.12	
Dories and Dory Oars	Canada		\$	513	Declared.	\$	20 per cent.
	United States			521	"		"
	St. Pierre			201	"		"
				1,235		247.00	
Leather	United Kingdom		\$	1,051	Declared.	\$	20 per cent.
	Canada			32,962	"		"
	United States			34,787	"		"
				68,800		13,760.00	

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Nails	United Kingdom			\$ 3,300	Declared.	\$	20 per cent.
	Canada			420	"	.....	"
	United States			370	"	.....	"
	Canada			221	"	.....	"
	United States			239	"	.....	"
	United Kingdom			3,019	"	.....	"
				7,569	.....	1,513.80	.....
Apothecaries' Wares	United Kingdom			\$ 3,300	Declared.	\$	25 per cent.
	Canada			420	"	"
	United States			370	"	"
				4,090	1,022.50

CUSTOMS RETURNS.

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CUSTOMS RETURNS.

31 Beans	United Kingdom		\$ 55	Declared.	\$	25 per cent.
	Canada		660	"		"
	United States		1,064	"		"
			1,779		444.75	
Biscuit	United Kingdom		\$ 1,605	Declared.	\$	25 per cent.
	Canada		8,897	"		"
	United States		1,813	"		"
			12,315		3,078.75	
Blubber	United States		\$ 1,390	Declared.	\$ 347 50	25 per cent.
Brick	United Kingdom		\$ 2,053	Declared.	\$	25 per cent.
	Canada		319	"		"
			2,372		593.00	

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Cement	United Kingdom			\$ 1,963	Declared.	\$ 490.75	25 per cent.
Clocks and Watches	United Kingdom			\$ 4,969	Declared.	\$	25 per cent.
	Canada			510	"	.....	"
	United States			2,616	"	.....	"
			8,095	2,023.75
Cod-Oil	United States			\$ 38	Declared.	\$ 9.50	25 per cent.

CUSTOMS RETURNS.

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Copper Paint	Canada		\$	371	Declared.	\$	25 per cent.
	United States			3,636	"		"
				4,007		1,001.75	
<hr/>							
Dynamite	United Kingdom		\$	2,588	Declared.	\$	25 per cent.
	Canada			6,410	"		"
				8,998		2,249.50	
<hr/>							
Earthenware	United Kingdom		\$	18,728	Declared.	\$	25 per cent.
	Canada			571	"		"
	U. States			82	"		"
	St. Pierre			10	"		"
					19,391		4,847.78
<hr/>							
Fruit (preserved) ..	United Kingdom		\$	1,257	Declared.	\$	25 per cent.
	Canada			117	"		"
	United States			2,581	"		"
					3,955		988.75

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Glassware	United Kingdom			\$ 14,498	Declared.	\$	25 per cent.
	Canada			854	"		"
	United States			8,415	"		"
				23,767		5,941.75	
Grindstones	United Kingdom			\$ 500	Declared.	\$	25 per cent.
	Canada			24	"		"
	United States			30	"		"
				554		138.50	
Gun and Blasting Powder	United Kingdom			\$ 4,048	Declared.	\$	25 per cent.
	Canada			2,797	"		"
	United States			750	"		"
				7,595		1,898.75	

CUSTOMS RETURNS.

Hardware	United Kingdom		\$	104,331	Declared.	\$	25 per cent.	
	Canada			18,659	"		"	
	United States			54,360	"		"	
	St. Pierre			18	"		"	
					177,368		44,342.00	
India-rubber ware..	United Kingdom		\$	7,619	Declared.	\$	25 per cent.	
	Canada			4,613	"		"	
	United States			5,384	"		"	
					17,616		4,404.00	
Lard	United Kingdom		\$	10	Declared.	\$	25 per cent.	
	Canada			705	"		"	
	United States			930	"		"	
					1,645		411.25	

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Lead	United Kingdom			\$ 1,605	Declared.	\$	25 per cent.
	Canada			73	"	.....	"
	United States			17	"	.....	"
	.....			1,695	.....	423.75	.....
Leatherware	United Kingdom			\$ 27,168	Declared.	\$	25 per cent.
	Canada			28,009	"	.....	"
	United States			5,980	"	.....	"
	St. Pierre			153	"	.....	"
.....			61,310	.....	15,327.50	.....
Licorise Paste	United Kingdom			\$ 1,082	Declared.	\$	25 per cent.
	United States			500	"	.....	"
	.....			1,582	.....	395.50	.....

CUSTOMS RETURNS.

APPENDIX.

Matches	United Kingdom		\$ 63	Declared.	\$	25 per cent.
	Canada		2,787	"		"
	United States		1,737	"		"
	St. Pierre		75	"		"
			4,662		1,165.50	
Meat (canned)	United Kingdom		\$ 256	Declared.	\$	25 per cent.
	Canada		8,719	"		"
	United States		9,355	"		"
			18,330		4,582.50	
Miscellaneous Articles	United Kingdom		\$ 61,431	Declared.	\$	25 per cent.
	Canada		23,120	"		"
	United States		36,972	"		"
	St. Pierre		5	"		"
			121,528		30,382.00	

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Musical Instruments	United Kingdom	.....	.....	\$ 5,640	Declared.	\$	25 per cent.
	Canada	.....	.....	887	"	.....	"
	United States	.....	.....	727	"	.....	"
					7,254	1,813.50
Oil, viz : Linseed	United Kingdom	.....	.....	\$ 9,138	Declared.	\$	25 per cent.
	Canada	.....	.....	188	"	.....	"
	United States	.....	.....	132	"	.....	"
					9,458	2,364.50
Olive	United Kingdom	.....	.....	\$ 447	Declared.	\$	25 per cent.
	Portugal	.....	.....	229	"	.....	"
					676	169.00

CUSTOMS RETURNS.

APPENDIX.

Paint	United Kingdom		\$	15,075	Declared.	\$	25 per cent.
	Canada			1,742	"		"
	United States			1,041	"		"
				17,858		4,464.50	
Paper Hangings. .	United Kingdom		\$	9,209	Declared.	\$	25 per cent.
	Canada			195	"		"
	United States			16	"		"
				9,420		2,355.00	
Perfumery	United Kingdom		\$	970	Declared.	\$	25 per cent.
	Canada			548	"		"
	United States			1,390	"		"
	St. Pierre			10	"		"
			2,918		729.50		
Pipes	United Kingdom		\$	3,544	Declared.	\$	25 per cent.
	Canada			139	"		"
	United States			9	"		"
				3,692		923.00	

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CUSTOMS RETURNS.

APPENDIX.

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General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Plate and Jewelry..	United Kingdom			\$ 795	Declared.	\$	25 per cent.
	Canada			672	"	.....	"
	United States			1,725	"	.....	"
				3,192	.....	798.00	.....
Sewing Machines..	United Kingdom			\$ 249	Declared.	\$	25 per cent.
	Canada			146	"	.....	"
	United States			1,500	"	.....	"
	St. Pierre			25	"	.....	"
				1,920	.....	480.00	.....
Shot	United Kingdom			\$ 4,291	Declared.	\$	25 per cent.
	Canada			70	"	.....	"
				4,361	.....	1,090.25	.....

CUSTOMS RETURNS.

APPENDIX.

Soap	United Kingdom		\$	17,496	Declared.	\$	25 per cent.
	Canada			5,715	"		"
	United States			5,167	"		"
				28,378		7,094.50	
Soda	United Kingdom		\$	2,020	Declared.	\$	25 per cent.
	Canada			40	"		"
				2,060		515.00	
Stationery	United Kingdom		\$	32,820	Declared.	\$	25 per cent.
	Canada			1,539	"		"
	United States			4,040	"		"
				38,399		9,599.75	
Turpentine and Varnish	United Kingdom		\$	895	Declared.	\$	25 per cent.
	Canada			540	"		"
	United States			1,520	"		"
				2,955		738.75	

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Woodwares	United Kingdom			\$ 257	Declared.	\$	25 per cent.
	Canada			4,747	"	. . . . .	"
	United States			2,345	"	. . . . .	"
				7,349		1,837.25	
Woollens, Cottons, &c	United Kingdom			\$ 671,482	Declared.	\$	25 per cent.
	Canada			34,718	"	. . . . .	"
	United States			21,120	"	. . . . .	"
	St. Pierre			362	"	. . . . .	"
				727,682		181,920.50	

CUSTOMS RETURNS.

Blocks	United Kingdom		\$	206	Declared.	\$	30 per cent.
	United States			470	"		"
	Canada			214	"		"
				890		267.00	
Cabinet Wares	United Kingdom		\$	3,430	Declared.	\$	30 per cent.
	Canada			6,098	"		"
	United States			9,821	"		"
				19,349		5,804.70	
Candles	United Kingdom		\$	1,755	Declared.	\$	30 per cent.
	United States			957	"		"
				2,712		813.60	
Harness	United Kingdom		\$	616	Declared.	\$	30 per cent.
	Canada			99	"		"
	United States			138	"		"
				853		255.90	

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Herring Barrels . . .	Canada			\$ 1,002	Declared.	\$	30 per cent.
	St. Pierre			88	"	. . . . .	"
				1,090	. . . . .	327.00	. . . . .
Readymades	United Kingdom			\$ 110,794	Declared.	\$	30 per cent.
	Canada			7,730	"	. . . . .	"
	United States			9,805	"	. . . . .	"
				128,329	. . . . .	38,498.70	. . . . .
Vegetables	Canada			\$ 3	Declared.	\$	90 30 per cent.

CUSTOMS RETURNS.

Staves (dressed) ..	Canada			\$		\$	
				1,529	Declared.	458.70	30 per cent.
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Waggons & Carriages	Canada			\$		\$	
	United States			1,400	Declared.		30 per cent.
				187	"		"
				1,587		476.10	
<hr/>							
Wood Wares	United Kingdom			\$		\$	
	Canada			530	Declared.		30 per cent.
	United States			4,773	"		"
				8,611	"		"
				13,914		4,174.20	
<hr/>							
Brooms and Whisks	Canada			\$		\$	
	United States			617	Declared.		35 per cent.
				180	"		"
				797		278.95	
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CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Cans Lobster	Canada			\$ 4,103	Declared.	\$ 1,641.20	40 per cent.
Bark (extract of)	Canada			\$ 1,270	Declared.	\$	Free.
	United States			3,090	"		"
				4,360			
Blubber	Canada			\$ 50	Declared.		Free.

CUSTOMS RETURNS.

APPENDIX.

Boiler Plate.....	United Kingdom.....			\$	Declared.	\$	Free.
	Canada.....			3,617	"		"
				88			
				3,705			
33 Books (printed)...	United Kingdom.....			\$	Declared.	\$	Free.
	Canada.....			14,140	"		"
	United States...			3,360	"		"
				1,890			
				19,390			
Bullion and Specie.	United Kingdom.....			\$	Declared.		Free.
				4,800			
Coal.....	Canada.....	tons.		\$	Declared.	\$	Free.
	United Kingdom.....	47,545		118,862	"		"
	U. States.....	9,252		23,130	"		"
		1,793		4,483			
		58,590		146,475			

CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (continued).

ARTICLES	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Coke	United Kingdom	tons.	\$		\$	
			6,265	6,265	\$1 per ton.	Free.	
			2,440	2,440	"	"	
			3,650	3,650	"	"	
			12,355	12,355	.....	.....
Cordage Company.	United Kingdom		\$		\$	
			30,082	30,082	Declared.	Free.	
			4	4	"	"	
			3,502	3,502	"	"	
			33,588	33,588	.....	.....
Fish, viz : Dry Cod	Canada	qtls.	\$			
			5,420	16,260	\$3 per qtl.	Free.	

CUSTOMS RETURNS.

APPENDIX.

Fishing Tackle	United Kingdom		\$	14,800	Declared.	\$	Free.
	Canada			1,136	"		"
	United States			815	"		"
				16,751			
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Fruit	Canada		\$	230	Declared.	\$	Free.
	United States			277	"		"
				507			
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Hides	United States		\$	3,337	Declared.	\$	Free.
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Miscellaneous Articles	United Kingdom		\$	15,617	Declared.	\$	Free.
	Canada			15,120	"		"
	United States			5,310	"		"
				36,047			
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CUSTOMS RETURNS.

General Imports into the Colony of Newfoundland for the year 1892 (concluded).

ARTICLES.	Countries whence imported.	Total quantities imported.	Quantities entered for home consumption.	VALUE IN CURRENCY.		DUTY.	
				Of total imports.	Average price fixed for value (if calculated officially).	Gross amount received in currency.	Rate and when imposed.
Municipal Council .	United Kingdom .....	.....	.....	\$ 2,052	Declared.	\$	Free.
	Canada .....	.....	.....	1,296	"	.....	"
	United States .....	.....	.....	1,000	"	.....	"
	.....	.....	.....	4,348	.....	.....	.....
Olein Oil	United States .....	.....	.....	\$ 47,178	Declared.	\$	Free.
Oysters	Canada .....	.....	.....	\$ 200	Declared.	\$	Free.

CUSTOMS RETURNS.

Pig Iron	United Kingdom		\$	500	Declared.	\$	Free.
	Canada			120	"		"
				620			
<hr/>							
Printing Material ..	United Kingdom		\$	3,530	Declared.	\$	Free.
	Canada			17,012	"		"
	United States			10,920	"		"
				31,462			
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Railway Material...	United Kingdom		\$	109,484	Declared.	\$	Free.
	United States			1,020	"		"
				110,504			
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Religious Purposes (articles for)	United Kingdom		\$	2,022	Declared.	\$	Free.
	Canada			4,930	"		"
	United States			1,040	"		"
				7,992			

CUSTOMS RETURNS.

General Exports from the Colony of Newfoundland for the year 1892.

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.			
		Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Berries	U. Kingdom.	gals. 500		\$	\$	\$	\$	15c. per gal. "
	Canada	1,500			75	225	75	
		2,000			300	300	300	
Brandy	United States		gals. 10			40	40	\$4 per gal.
Blubber	Canada	tuns. 36		tuns. 36	432	432	432	\$12 per tun.

CUSTOMS RETURNS.

APPENDIX.

Butter	U. Kingdom	91	91	1,456	1,456	\$16 per cwt.
	B. W. Indies	19	19	304	304	"
	.....	110	110	1,760	1,760	.....
<hr/>						
Caplin (dried).	U. Kingdom	50	50		50	
	Canada	25	25		25	
	United States	5	5		5	
		80	80		80	
<hr/>						
Caplin (pre-served)	U. Kingdom	12	12	24	24	\$2 per case.
	Canada	25	25	50	50	"
	United States	25	25	50	50	"
		62	62	124	124	
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Caplin (smoked) ..	U. Kingdom	113	113	113	113	\$1 per case.
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CUSTOMS RETURNS.

General Exports from the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.			
		Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Cheese	U. Kingdom		cwts. 8	8	\$	\$ 112	\$ 112	\$14 per cwt.
Copper (old)	U. Kingdom		\$ 900	\$ 900		900	900	
Eels	U. Kingdom	cases. 8		8	24		24	\$3 per case.

CUSTOMS RETURNS.

APPENDIX.

Fish, viz : Dried Cod..	U. Kingdom	qtls.	qtls.				
	B. W. Indies	25,739	25,739	72,069	72,069	\$2.80 per qtl	
	Canada	93,176	93,176	279,528	279,528	\$3.00 "	
	Portugal ...	26,982	26,982	107,928	107,928	\$4.00 "	
	Brazil	198,568	198,568	893,556	893,556	\$4.50 "	
	United States	255,347	255,347	919,249	919,249	\$3.60 "	
	Italy	24,821	24,821	99,284	99,284	\$4.00 "	
	Spain	35,394	35,394	106,182	106,182	\$3.00 "	
	Other coun-tries	86,695	86,695	286,093	286,093	\$3.30 "	
	48,827	48,827	170,894	170,894	\$3.50 "		
	795,549	795,549	2,934,783	2,934,783			
Fish, viz : Boneless ...	U. Kingdom	lbs.	lbs.				
	Canada	4,000	4,000	120	120		
	United States	173,000	173,000	5,190	5,190		
		6,000	6,000	180	180		
	183,000	183,000	5,490	5,490			
Fish, viz : (green) ...	Canada	qtls.	qtls.				
	United States	600	600	1,200	1,200	\$2 per qtl.	
		545	545	1,090	1,090	"	
	1,145	1,145	2,290	2,290			

CUSTOMS RETURNS.

General Exports from the Colony of Newfoundland for the year 1892 (continued).

ARTICLES,	Countries to which exported.	QUANTITIES,			VALUE IN CURRENCY.			
		Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Produce and manufactures of the colony	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Flour	U. Kingdom		brls. 305	brls. 305	\$	\$ 1,220	\$ 1,220	\$4 per brl.
Furs	U. Kingdom	\$8,000		\$8,000			8,000	
Glue	U. Kingdom	100		100			100	
	Canada	600		600			600	
	Hamburg . . .	50		50			50	
			750		750			750

CUSTOMS RETURNS.

Haddock	U. Kingdom	qtls. 360	qtls. 360	900	900	\$2.50 per qtl
Halibut, salted.	Canada	cwts. 20	cwts. 20	60	60	\$3 per cwt.
Hay	St. Pierre	tons. 1	tons. 1	25	25	
Herring (pickled)	Various countries	brls. 64,448	brls. 64,448	212,678	212,678	\$3.30 per brl
Hides	U. Kingdom		No. 404		1,212	1,212

CUSTOMS RETURNS.

General Exports from the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.			
		Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Hoops	B. W. Indies	bcls. 325		bcls. 325	\$ 162	\$	\$ 162	
Horses	Canada		No. 1				116	116
Iron (old)	United States		\$300			300	300	
Junk	U. Kingdom.		280			280	280	
	Canada		50			50	50	
	United States		300			300	300	
				630			630	630

CUSTOMS RETURNS.

Laths	Canada	M. 31	M. 31	62	62	
Ling	B. W. Indies	qtls. 168	qtls. 168	504	504	
Lobster (pre-served)	Various countries .	cases. 32,506	cases. 32,506	260,048	260,048	\$8 per case.
Lumber	U. Kingdom	M. 2,355	M. 2,355	47,100	47,100	.....
	Canada .....	.....	5	5	100	100
		2,355	5	2,360	47,100	100 47,200
Minerals, viz : Copper in ingots	United States	tons. 899	tons. 899	213,288	213,288	

CUSTOMS RETURNS.

General Exports from the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.			
		Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Produce and manufactures of the colony	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Minerals, viz : Regulus	U. Kingdom United States	tons.		tons.	\$	\$	\$	
		5,424		5,424	325,440		325,440	
		320		320	17,280		17,280	
		5,744		5,744	342,720		342,720	
Green Ore . . .	U. Kingdom United States	tons.		tons.				
		14,000		14,000	98,000		98,000	
		6,000		6,000	36,000		36,000	
		20,000		20,000	134,000		134,000	
Iron Pyrites . . .	United States Canada	tons.		tons.				
		32,176		32,176	289,584		289,584	
		3,000		3,000	27,000		27,000	
		35,176		35,176	316,584		316,584	

CUSTOMS RETURNS.

APPENDIX.

Miscellaneous Articles	U. Kingdom					5,000	5,000		
	Canada					4,000	4,000		
	United States					2,000	2,000		
						11,000	11,000		
<hr/>									
Molasses	Canada		gals. 800	gals. 800		320	320		
<hr/>									
Oil, viz : Cod	U. Kingdom	tuns.		tuns.					
	Other coun- tries	1,857		1,857	139,275	139,275	\$75 per tun.		
		850		850	63,750	63,750	"		
		2,707		2,707	203,025	203,025			
<hr/>									
Cod Liver . .	U. Kingdom	gals.		gals.					
	Canada	1,280		1,280	640	640	50c. per gal.		
		256		256	128	128	"		
		1,536		1,536	768	768			
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CUSTOMS RETURNS.

General Exports from the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.			
		Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Oil, viz:		tuns.		tuns.	\$	\$	\$	
Seal	U. Kingdom	4,484		4,484	336,300		336,300	\$75 per tun.
	Other countries	817		817	61,275		61,275	"
		5,301		5,301	397,575		397,575	.....
Whale	U. Kingdom		tuns. 8	tuns. 8	600		600	\$75 per tun.
Plaster	United States	tons. 170		tons. 170	850		850	.....

CUSTOMS RETURNS.

Pork	Canada		brls.						
			11			198		198	
<hr/>									
35 Posts and Rails	B. W. Indies	No.		No.					
		945		945	236			236	
<hr/>									
Potatoes	Canada		bushels.						
			1,020			153		153	
<hr/>									
Sacks	Canada		No.						
			515			103		103	
<hr/>									
Salmon (pickled)	U. Kingdom	trcs.		trcs.					
		1,000		1,000	18,000			18,000	
	B. W. Indies	31		31	465			465	
	United States	750		750	15,000			15,000	
	Canada	141		141	2,538			2,538	
	Greece	3		3	54			54	
	Italy	26		26	468			468	
<hr/>									
		1,951		1,951	36,525			36,525	
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CUSTOMS RETURNS.

General Exports from the Colony of Newfoundland for the year 1892 (continued).

ARTICLES.	Countries to which exported.	QUANTITIES,			VALUE IN CURRENCY.			
		Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Produce and manufactures of the colony	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Salmon (preserved)	Canada	cases.		cases.	\$		\$	
		130		130	650		650	
		B. W. Indies	50		50	250		250
		180		180	900		900	
Salt	Canada		tons.	50		200	200	
Shooks	B. W. Indies		bdls.	850		850	850	

CUSTOMS RETURNS.

APPENDIX.

Skins, viz :		No.		No.			
Calf	U. Kingdom	152	152	190	190		
<hr/>							
Seal	U. Kingdom	No. 390,174	No. 390,174	468,209	468,209	\$1.20 each.	
<hr/>							
Sounds and Tongues ...	Canada	\$ 250		250	250		
	B. W. Indies	50		50	50		
		300		300	300		
<hr/>							
Trout	Various countries .	brls. 2,333	brls. 2,333	17,497	17,497	\$7.50 per brl.	
<hr/>							
Tunny Fish...	B. W. Indies	cases. 19	cases. 19	40	40		
<hr/>							

CUSTOMS RETURNS.

General Exports from the Colony of Newfoundland for the year 1892 (concluded).

ARTICLES.	Countries to which exported.	QUANTITIES.			VALUE IN CURRENCY.			
		Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Produce and manufactures of the colony.	British, Foreign, and other Colonial produce and manufactures.	Total.	Average Price.
Wax.....	U. Kingdom.....		\$ 400	\$ 400		\$ 400	\$ 400	
Whale Bone ..	U. Kingdom.....		cwts. 47½	cwts. 47½		21,375	21,375	\$4.50 p. cwt.
Wine, viz :			gals.					
Port	U. Kingdom.....		280			840		
	Canada		490			1,470		
	United States.....		156			468		
			926	926		2,778	2,778	
Sherry	Canada		gals. 56	gals. 56		112	112	

RICHARD H. O'DWYER, *Receiver General.*

CUSTOMS RETURNS.

APPENDIX.

CUSTOMS RETURNS.

Return shewing the Number, Declared Value, and Duties collected on Parcel Post Parcels from United Kingdom for year 1892, and Comparative Statement.

1892.	No. of Parcels.	Declared Value.	Duty Collected.	Remarks.
January 2 . . .	114	516 54	\$104 47	Increase, 1892, over 1891 \$1,409 45
January 13	71	427 66	88 07	
January 29	32	147 42	10 87	
Febr'ary 18	76	379 20	77 94	
Febr'ary 26	72	285 02	51 99	
March 11	59	442 27	99 65	
March 25	45	246 78	51 28	
April 8	60	271 14	51 40	
April 23	92	757 00	163 03	
May 4	103	995 36	189 60	
May 18	90	571 64	121 32	
June 1	117	1,032 44	216 63	
June 15	100	995 16	150 51	
June 29	125	1,146 50	225 20	
July 13	84	576 74	102 70	
July 27	77	448 82	97 82	
August 10	92	704 91	122 38	
August 24	100	611 20	126 44	
Sept. 8	90	684 30	124 23	
Sept. 22	100	1,003 80	200 89	
October 5	108	723 00	133 48	
October 20	111	878 93	185 84	
Novem'r 5	117	947 02	242 34	
Novem'r 16	110	1,259 82	216 63	
Dec. 1	128	882 12	178 43	
Dec. 14	174	1,071 88	195 69	
Dec. 29	144	842 24	168 63	
	2,591	\$18,848 91	\$3,697 46	

CUSTOMS RETURNS.

Return shewing the Number, Declared Value, and Duties collected on Parcel Post Parcels from United Kingdom for year 1892, and Comparative Statement (concluded).

DUTIES.—COMPARATIVE STATEMENT, 1886 TO 1892.

1886—(4 mos.) Parcels..	453	Duty.....	\$324.70
1887—Parcels.....	1,311	Duty.....	1,355.23
1888—Parcels... ..	1,418	Duty.....	1,516.68
1889—Parcels.....	1,563	Duty.....	1,697.77
1890—Parcels.....	1,603	Duty.....	2,185.83
1891—Parcels.....	1,859	Duty.....	2,288.01
1892—Parcels... ..	2,591	Duty.....	3,697.46
Total.....	10,798	Total.....	\$13,065.68

RICHARD H. O'DWYER,
Receiver General.

JAMES JARDINE, *Examiner.*

CUSTOMS RETURNS.

Return shewing the Number, Declared Value, and Duties collected on Parcel Post Parcels from Canada for year 1892.

No. of Parcels.	Declared Value.	Duty Collected.
341	\$2,311.93.	\$144.34

\$1,550.00 of the above declared value was in returned bank notes, free.

COMPARATIVE STATEMENT.

	No. of Parcels.	Duties Collected.
1889	123	\$86.57
1890	214	110.66
1891	300	168.39
1892	341	144.34
Totals . .	978	\$509.96

RICHARD H. O'DWYER,
Receiver General.

JAMES JARDINE, *Examiner.*

Return of Ships built in the colony for the year 1892, on which bounty has been paid, the amount, and to whom paid.

Name of Vessel.	Tonnage.	Where Built.	Bounty Paid.	To Whom Paid.
Little Joe.....	19	Bonavista Bay.....	\$76	J. & W. Stewart.
Dasher.....	40	Bonavista Bay.....	160	D. A. Ryan.
Sunbeam.....	18	St. Mary's.....	72	Thos. Walsh.
Winnie F. Tuck.....	54	Placentia Bay.....	216	John Tuck.
Souris Belle.....	44	Trinity Bay.....	176	Moses Drover.
Jessie.....	36	Bonavista Bay.....	144	J. & W. Stewart.
Prowl.....	33	Trinity Bay.....	132	A. Goodridge & Sons.
Mystery.....	54	Green Bay.....	216	J. & W. Stewart.
Dorothy.....	57	Green Bay.....	228	John Manuel.
Marguerite.....	53	Green Bay.....	212	E. Duder.
Viola.....	31	Green Bay.....	124	E. Duder.
Jessie H.....	20	Conception Bay.....	80	Ayre & Sons.
Nimrod.....	44	Green Bay.....	176	E. Duder.
Ohio.....	54	Green Bay.....	216	F. French.
Bonnie Lass.....	36	Bonavista Bay.....	* 144	E. J. Ryan.
15 vessels.....	593		\$2,372	

Custom House, St. John's, 31st Dec., 1892.

RICHARD H. O'DWYER, *Receiver General.*

CUSTOMS RETURNS.

APPENDIX.

CUSTOMS RETURNS.

A Return shewing the number of Vessels fitted out in Newfoundland in the year 1892 for the Bank Fishery, &c.

Port of Sailing.	Number of vessels.	Tonnage.	Number of crew.	Quantity of fish caught.	Amount collected on acct. "Bank Fishermen's Insurance Fund."
				qtls.	
St. John's	11	813	175	13,628	\$122 50
Fortune	1	59	14	990	9 80
Burin	22	1,104	233	13,234	163 10
Heart's Content	11	693	156	9,276	109 20
Grand Bank	12	811	184	13,509	128 80
Bay Bulls	4	294	68	5,626	47 60
Burgeo	5	288	64	2,984	44 80
Brigus	1	69	18	764	12 60
Bay Roberts	3	246	46	2,250	32 20
Salmonier	1	56	12	320	8 40
Trinity	1	72	14	713	9 80
Harbor Buffett	1	101	19	1,600	13 30
St. Jacques	2	89	23	650	16 10
Catalina	12	799	198	12,256	138 60
Ferryland	5	211	45	2,459	31 50
St. Mary's	1	53	10	360	7 00
Harbor Grace	3	228	51	4,990	35 70
Placertia	4	284	62	4,858	43 40
	100	6,270	1,392	90,467	\$974 40

Average catch per vessel 905 quintals.
 Average catch per man 65 quintals.

Custom House, St. John's,
 31st December, 1892.

RICHARD H. O'DWYER,
Receiver General.

CROWN LANDS DEPARTMENT.

Report of James P. Howley, F.G.S., for the year 1892.

GEOLOGICAL SURVEY OFFICE,
St. John's, Nfld., January, 1892.

THE HONOURABLE SURVEYOR GENERAL,

SIR,—The delay in the publication of the Report of the Geological Survey operations for 1891, caused by the great conflagration of July last, in which the manuscript copy of that report, then in the printer's hands, was destroyed, having necessitated the re-writing of it, it was deemed advisable to incorporate that of the past season with it also. This course is all the more desirable since the work performed last season was a continuation of the exploration of the central carboniferous basin of the Humber Valley.

The importance of the previous season's work, especially as regards the discovery of so promising a coal-field near the head of the Grand Lake, amply warranted the further prosecution of the investigation during the season just past. As stated, however, in the preceding year's report, it was doubtful whether much more could be accomplished by mere surface exploration, and the desirability of testing the ground more thoroughly, by means of a diamond boring machine, was then strongly urged. In the absence of such a machine, the only available course to pursue was that already adopted of costeaning the surface with pick and shovel. While the prospects of other valuable finds resulting therefrom appeared small, at all events the coal seams already seen could be more thoroughly uncovered and their character and probable value more definitely determined. With this object in view, our party started for the Humber about the usual date in June last. A family bereavement prevented my accompanying them at the time. Mr. Bayly was therefore entrusted with the charge of the party until I could join them later on. He was instructed to proceed direct to the Grand Lake, and there to commence work on the section of the coal measures

CROWN LANDS DEPARTMENT.

occurring on Aldery Brook. The entire face of the steep bank along the west side of the brook having first been cleared of the timber, was to be stripped from top to bottom. All the clay, gravel, loose rock, etc., encumbering the surface was to be removed, so as to lay bare the whole face of the cliff beneath, and thus afford a continuous section of the measures where the coal outcrops exhibit themselves. By the time this was accomplished, I expected to be with the party and direct the subsequent operations.

The great conflagration of July 8th, already alluded to, in which, amongst so many others, my own residence was destroyed, materially interfered with all our arrangements for the time being, and delayed my departure till the middle of August. Further instructions were, however, sent to my assistant for his guidance in the meantime.

On my arrival at Bay of Islands on the 20th of August, I at once proceeded up the Humber, and having reached the portage at Junction River, commenced a survey of this important stream. It had never previously been measured, owing to its exceedingly rugged character and the difficulty of following its course on foot. The excessively dry season now being experienced having caused its waters to shrink to an abnormally low level, presented a most favorable opportunity for carrying out this survey. It might be many years before another such should present itself.

This river forms the important connecting link between the main and the eastern, or the Grand Lake branch of the Humber. Its measurement would be the means of completing the connection of the two great water systems, and be also an important addition to the topography of the region. Another object held in view was to ascertain the true position, together with the dip and strike, of certain rock outcrops known to occur along its course. These being the nearest exposures of the carboniferous series to the sections of the coal measures on Coal and Aldery Brooks, though distant therefrom in a direct line eight miles, it was hoped they might afford some clue to the structure underlying the great flat intervening area. The rocks proved to be all low down in the series, apparently belonging to the carboniferous limestone or base of the Millstone Grit formation. They consisted chiefly of heavy bedded red sandstones, grits and fine conglomerates, with occa-

CROWN LANDS DEPARTMENT.

sional bands of light-red marl. At one point near the Kill Devil Rapid a set of drab shales with thin calcareous layers outcrop in the bed of the river, and form low cliffs along the east side for some distance. The latter point could not be reached owing to the impossibility of getting across. I have little hesitation, however, in referring these latter to the calcareo-bituminous shales or pyrochists, and they are most probably the equivalents of the Horton series of Acadian Geology.

It was the first of September when I joined the party at Aldery Brook. My instructions had been faithfully carried out, and an immense amount of work had been performed in the interim. The quantity of debris covering the surface of the rocks greatly exceeded what we were led to expect, especially towards the base of the slope, and the dense compact nature of much of it rendered its removal a most laborious undertaking. Thousands of tons of earth, gravel and rock had been thrown down from the steep bank and shovelled into the brook, and the cliff laid bare for a distance of several hundred yards. All the coal-seams seen last year were now thoroughly exposed to view, and were found to maintain pretty much the same character throughout. Some few exceptions, however, occurred. While Nos. 6, 8, 15 and 16 seams showed little variation from what has already been described in the previous report, some of the smaller seams rapidly decreased in size and, in some instances, thinned out. No. 7 seam was cut off by a slip of the strata, which caused much confusion just at this point. No. 16 is decidedly the best in the section. It was uncovered for over sixty feet up and down the bank, its attitude being nearly vertical, with a bend over towards the top. It averages two feet of good, solid coal throughout, but, owing to occasional intercalations of shaley or clayey wedges, frequently widens out to double that thickness.

Four other small seams, not clearly seen last year, were uncovered between Nos. 6 and 7. Towards the southern end of the cutting the surface accumulation was so deep and tough that it was found useless to attempt penetrating it.

In order to verify the strike and continuity of the coal-seams, and still further prove their character, we next commenced costeaning along the opposite or eastern side of the brook. Here, again, all the same seams were met with in their regular positions, but they were found to

CROWN LANDS DEPARTMENT.

vary considerably. In almost every instance they had improved much in quality and assumed larger dimensions. Nos. 1, 2, 3, 4 and 5 seams were pretty much as already described. No. 6 had widened out to eight feet, with about two feet of coal of good quality. Nos. 7, 8 and 9 were not quite so large as before, but Nos. 10, 11 and 12 had run together, forming one wide seam with alternations of coal and clay measuring twenty-two feet across. Only two feet of coarse sandstone separated this from another seam of five feet, supposed to represent No. 13. All these might be here considered one seam having a total breadth of twenty-seven feet, and containing altogether fourteen feet of coal.

The following are the details of the section of this seam exposed to view:—

	<i>ft. in.</i>
Underclay	2 0
Soft, impure coal, with clay streaks	0 10
Clay, shale, and thin coal streaks	3 0
Impure coal and shale mixed	0 7
Clay and carbonaceous shale	2 10
Soft coal	0 4
Coal with clay streaks	2 0
Shaley clay	0 8
Coal, soft and shaley at the top, more compact towards bottom..	4 6
Carbonaceous shale...	0 3
Coal and clay mixed	0 6
Shaley coal	0 4
Impure coal...	0 6
Clay and shale	0 3
Soft, shaley coal	1 2
Clay, shale, and thin coal streaks	1 0
Band of coarse, grey sandstone	2 0
Clay	0 2
Coal, hard at bottom	1 2
Clay	0 2
Coal, soft and shaley	0 10
Clay	0 2
Soft coal	0 10

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	<i>ft. in.</i>
Clay	0 10
Total	26 11
Coal	14 0

As may be judged from the above section, most of the coal contained in this large seam was soft and impure, being much mixed with dirty fireclay and rotten shale. The seam was also found to contract in width towards the bottom of the slope. The quality of the coal, however, improved much in character, and became more compact on drifting in a few yards upon the strike of the seam. This would clearly indicate that upon getting away from the surface drainage, when it comes to be further developed, a really good seam of coal may be expected. Its outcrop is situated in a depression containing much moisture, and in consequence the exposed edge of the seam is greatly water-soaked. This absorption of water along the weathered edges of the seams has, in nearly every instance, greatly changed the character of the contained coal, so that its true quality cannot be properly determined from the specimens obtained so near the surface of the ground. Some of the coal from this large seam was intensely black, and appeared to be highly bituminous. Fine specimens were taken out from the bottom of the cuttings, but on exposure to the sun they nearly all crumbled into small fragments. Ten feet beyond this another seam, supposed to represent No. 14 of opposite side, gave the following section :—

	<i>ft. in.</i>
Loose, shaley underclay	1 0
Thin coal streak	0 1
Clay	0 10
Impure coal and carbonaceous shale	1 6
Drab clay and shale	1 0
Impure coal and shale	0 8
Clay and shale	0 8
Shaley coal, some good at bottom	0 9
Clay and shale	0 8

CROWN LANDS DEPARTMENT.

	<i>ft. in.</i>
Fairly good coal.....	0 6
Shale on top.....	2 0
	<hr/>
Total	9 8

Coal..... 2 10

No 15 seam consists of two layers of soft coal, divided by about two feet of sandstone. The top layer is one foot six inches thick, and bottom layer eight inches; altogether, two feet two inches of coal. No. 16 maintains pretty much the same character as on the west side of the brook, but contains thin, lenticular wedges of clay ironstone. It here measures three feet seven inches, having two feet nine inches of excellent hard, bright, black coal, divided by five inches of tough, shaley clay, thus:—

	<i>ft. in.</i>
Tough underclay	0 3?
Hard, black, bright coal	1 4
Tough, shaley clay.....	0 5
Hard, bright, solid coal.....	1 5
Shale on top.....	0 2
	<hr/>
Total	3 7
	<hr/>
Coal.....	2 6

Nos. 17, 18, 19, 20, 21, 22, 23 and 24 are all small, several of them being mere dirt streaks with but little coal in them. No. 25 had greatly improved, and on this side of the brook has widened out to six feet six inches, containing about one foot seven inches of exceedingly tough, solid, bright coal. It gave the following section:—

	<i>ft. in.</i>
Tough, carbonaceous shale.....	0 3
Coal, very hard and bright	0 6
Tough, carbonaceous shale.....	0 4
Hard, bright, good coal.....	0 8
Tough, carbonaceous shale.....	0 6
Coal and shale mixed	0 3

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	<i>ft. in.</i>
Shaley rock and ironstone	3 8
Carbonaceous shale and coal	0 4
	6 6
Total	6 6
	1 7
Coal	1 7

Three small seams, containing a little coal each, and one band of fireclay, with four inches of coal, were uncovered between Nos. 20 and 28 of last year, making a total of thirty separate outcrops of coal in the entire section. Little room for doubt now remains of the doubling up of the strata in the form of a sharp, synclinal trough, as set forth in last year's report. It follows, then, that the actual number of separate and distinct coal-seams is in reality fifteen, all of which are repeated by being again brought to the surface. What the actual depth of this trough may be can be only judged approximately from the angle of inclination on either side. The lowest seam probably reaches 500 feet below the surface, at a point where the strata begins to turn upwards. Of course as we approach the centre of the trough the depth of each individual seam becomes less and less.

One point of much importance in connection with the actual working of these seams is the facility of reaching the mineral contained therein. While much of the coal is above the surface of the river's level, the comparatively little depth of the remainder renders every ton worth extracting easily accessible.

While the costeaning operations on Aldery Brook were being carried out, Mr. Bayly was despatched to survey and explore another small stream near the head of the lake, known as Kelvin Brook. The work had been partly accomplished last season, but so far as explored no rock outcrops had been met with. The brook was very small, and so overgrown with dense alder beds as to completely choke up its channel, rendering the further following out its course a matter of extreme difficulty. As, however, there still appeared a prospect of finding some outcrops further up the stream, towards the base of the mountains on the south side of the valley, it was determined to make another effort to complete the measurement. The alder beds had to be cut through with axes for some considerable distance, when the brook was found to

CROWN LANDS DEPARTMENT.

widen out somewhat, and become more accessible. It was then followed up to the point where it debouched from the Laurentian range, a distance of two miles and a half to the eastward of Coal Brook. Here, close up under the hills, a few small outcrops of the coal measures, containing indications of the presence of one or more coal-seams, were come across. Upon receipt of this information we moved camp to the locality, having first cut a portage road about two miles in from the head of the lake. Three weeks were spent in costeaning and exploring along this brook, which resulted in uncovering some half dozen coal-seams. The rock exposures were of a very limited extent, the banks on either side being almost entirely composed of deep deposits of sand, gravel, and boulders. Altogether eleven different outcrops showing coal were uncovered along the eastern side of the brook, all close together. They were situated so near the waterside, and at so low a level, that in almost every instance the water came in and flooded the openings before we could obtain perfectly satisfactory measurements, &c. As well as could be determined, we have here again a sharp, narrow synclinal trough, clearly a continuation of that previously observed on Coal and Aldery Brooks. Immediately beneath the coal measures here, and resting directly upon the Laurentian gneiss, a set of coarse and fine reddish conglomerates and grits are seen, which strongly resemble the basic conglomerates of the series. Their relation to the overlying coal measures would indicate that some great want of conformity, such as a tremendous upthrow fault, had brought them into this anomalous position. As no such disturbance of the strata was at all visible, and there appeared to be a perfect and regular succession from the lowest beds upwards, I cannot but conclude (putting lithological resemblances aside) but that these conglomerates and grits are in reality the summit of the millstone grit formation.

The following is the section of the rocks here displayed, beginning at the junction with the Laurentian up stream :—

	<i>ft.</i>	<i>in.</i>
	STRATA.	COAL.
Coarse, reddish conglomerate, grits and sandstones, with some thin, bluish arenaceous bands, a good deal concealed	594	0

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	<i>ft.</i>	<i>in.</i>
	STRATA.	COAL.
Coarse and fine greyish sandstones, shales and some clayey bands, showing a little clayey matter. Rotten shale and clay towards top	260 0	
<i>No. 1,—</i>		
	<i>ft.</i>	<i>in.</i>
Underclay	1	0
Soft, earthy, impure coal	1	2
Drab fireclay	1	6
Soft, earthy, impure coal	1	2
Clay, with coal streaks	1	0
Clay and coal mixed	1	1
Carbonaceous shale and ironstone	0	4
Soft coal	0	4
Clay	0	5
Coal and clay mixed	0	10
	—————	
	5 2	3 8
Thick and thin sandstones, with shaley layers	17 0	
<i>No. 2,—</i>		
Bluish fireclay, with coal streaks	1 0	0 3
Sandstones and shales	8 0	
<i>No. 3,—</i>		
Fireclay, with a little coal	1 4	0 2
Sandstones, shales, and clay layers	36 0	
Dirt streak	1 0	
Rotten, shaley rock and clay, with a few thin layers of sandstones	5 0	
<i>No. 4,—</i>		
Thin coal streak in fireclay	1 0	0 3
Coarse sandstone and shaley rock	5 0	
	<i>ft.</i>	<i>in.</i>
Clay	1	0
Shaley coal	1	2

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			<i>ft.</i> STRATA.	<i>in.</i> COAL.
<i>No. 5,—</i>				
Fireclay	1	6	3	2
Layer coarse sandstone	1	0		6
Impure, coaly layer	1	4		
Coarse, gritty sandstone			2	0
Tough, shaley clay	2	0		
Good, solid coal	3	6		
<i>No. 6,—</i>				
Carbonaceous shale	1	0		
Good coal	2	8	6	7
Carbonaceous shale and coaly, with clay layers	4	0		0
			946	13
			2	10

The uppermost seam in the above section has the appearance of being doubled over upon itself, thus causing the coal to assume twice its actual thickness, which would be about three feet six inches. This is not by any means certain, as the situation of the seam is at such a low level, and the influx of water was so great, as to prevent our studying it out thoroughly.

The quality of the coal in this latter seam was excellent, being bright black, clear, and very free from impurities.

Several attempts were made to reach the bed rock at points on the brook both above and below this outcrop, wherever the banks of gravel and clay seemed to offer some prospect of doing so. In no case were we successful, such was the depth and toughness of the superficial deposits. Numerous loose fragments of coal were met with in all these cuttings; and at one or two points a very tough clay, which formed the base of the bank, contained many angular fragments, apparently not far removed from their parent bed. All these could scarcely have been derived from the few outcrops seen; furthermore, as some fragments were picked up in the bed of the brook further up stream, it is but fair to assume that other coal-seams than those already discovered exist here.

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In my last year's report it was intimated that eastward from Coal Brook very little prospect of any portion of the coal measures outcropping on the surface appeared at all probable, and that consequently we were left to conjecture only what might be the structure in that direction. This latter discovery on Kelvin Brook confirms the supposition then set forth, that the coal measures did underlie at least some portion of the flat country to the eastward. It is now pretty clearly established that the long, narrow trough containing the coal-seams extends longitudinally from Aldery Brook to Kelvin Brook, a distance of over four miles on the line of strike. How much further eastward it may yet extend will necessitate the use of the boring rod to determine, as I do not think there can be any other outcrop of the measures in that direction. A close investigation of the Goose Pond and Kitty's Brooks this season revealed one small exposure on each of a coarse, reddish conglomerate and grit rock of carboniferous age, identical with that described at the base of the section on Kelvin Brook. Both these occur far up the streams at the foot of the hill range, and rest in each case upon Laurentian gneiss. Whether, as already hinted, these latter rocks are of millstone grit age, or brought into their present position by an upheaval, there is still ample room between them and the Sandy Lake waters to bring in some portion of the coal measures proper.

Turning again to the western end of the trough on the south side of the Grand Lake, a few small outcrops of a coarse whitish grit and fine conglomerate were observed at the mouth of a small brook, one mile west of Aldery Brook, and a similar rock occurs upon another small brook, still a mile further west. On the former of these some costeaning immediately above the rock exposures uncovered a few bands of loose shale and clay, one of which showed some four inches of coaly matter, with some thin strings of real coal. Nodules of ironstone were also met with in the shale. No costeaning was performed on the further brook, but a few loose fragments of coal were picked up along its course. There can be little doubt that these latter rocks are referable to the true coal measures, and that they probably extend to Hind's Brook, another mile west, where they most likely run out to a point. At all events, between the two extreme east and west points where coal has been actually seen, and where there is no doubt of the trough being continuous, a distance of six and a half miles intervenes. As nothing

CROWN LANDS DEPARTMENT.

further could be accomplished with pick and shovel on Kelvin Brook, we moved back to Coal Brook and spent the short remainder of the season in more thoroughly uncovering the section exposed here last year. Three new coal outcrops, not then seen, were come across, but they were all of small dimensions, one showing about one foot of impure coal, the second ten inches, and third about six inches.

While encamped here, Mr. Bayly and I, with one of our Indians, paid a flying visit to Hind's Pond, situated away up in the mountain range to the southward, and nearly midway between the Grand Lake and Red Indian Lake, on the Exploits. Rumours of coal having been picked up here, in which, however, very little reliance was placed, led us to make the journey. Like all other rumours of the kind I have so far investigated, this again proved to be without the slightest foundation. The country, so far as could be judged from the few rock exposures on the shores of Hind's Pond, and the vast amount of boulders strewn over the barrens, is occupied exclusively by the Laurentian system.

The season for satisfactorily prosecuting geological research being now at an end, we began to make a move homeward, having first carefully packed all our specimens and transported them across the Great Lake. The heavy undertaking of portaging across to the Main Humber was effected in a few days. Meanwhile Mr. Bayly, with part of the crew, began to run a new line backwards from the Humber side, to ascertain whether a shorter and better route for a portage might not exist, with a view to its eventually becoming a roadway connecting the two waters. In this he was quite successful, so far as he went, in finding a tolerably level line almost out to the great marsh, by which the distance was greatly reduced. As the traffic across here is every year increasing, I would again strongly urge the appropriation of a small sum of money annually to opening up and keeping in repair this very necessary highway. I believe, were a good wagon-road once constructed over this section, the Grand Lake would soon become a place of considerable resort for tourists and others. The extra expense involved in getting anything over the portage in its present condition would go a long way towards making it passable for wheeled vehicles. It is the only available means of reaching the Grand Lake from the Humber side,

CROWN LANDS DEPARTMENT.

and sooner or later the opening up for settlement of this magnificent valley will render the construction of such a highway a matter of absolute necessity.

I have the honour to be, Sir,

Your obedient servant,

JAMES P. HOWLEY.

Consolidated Statement of Expenditure on account of Local Roads by Board of Works, for year ending December 31st, 1892.

Locality.	Debit balance from 1891.	Expenditure, 1892.	Credit balance from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
BAY-DE-VERDE,—						
No. 1 division		\$581 68	\$56 05	\$540 30		\$14 67
No. 2 division		666 15	84 26	625 41		43 52
No. 3 division		825 50	305 28	548 00		27 78
No. 4 division		217 12	31 52	227 00		41 40
No. 6 division		410 95	29 19	387 00		5 24
No. 7 division		258 65	46 97	263 50		51 82
No. 9 division		330 94	25 18	321 70		15 94
No. 8 division		230 90	3 30	240 00		12 40
No. 5 division		176 64	9 19	167 45		
		\$3,698 53	\$590 94	\$3,320 36		\$212 77
BONAVISTA						
Bonavista		\$1,201 21	\$131 92	\$1,270 00		\$200 71
Newman's Cove		220 90	26 04	225 00		30 14
King's Cove		207 02	26 55	205 00		24 53

BOARD OF WORKS ACCOUNTS.

APPENDIX.

Consolidated Statement of Expenditure on account of Local Roads by Board of Works, for year ending December 31st, 1892 (continued).

Locality.	Debit balance from 1891.	Expenditure, 1892.	Credit balance from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
BONAVISTA (continued),—						
Knight's and Stock Cove		\$99 73	\$14 74	\$93 00		\$8 01
Broad Cove		119 47	31 52	102 00		14 05
Keels		193 55	29 26	175 00		10 71
Indian Arm		142 09	36 06	115 00		8 97
Southern Bay		66 42	28 75	100 00		62 33
Open Hall		91 32	1 32	90 00		
Tickle Cove	35	92 01		100 00		7 64
Redcliffe		53 22		55 00		1 78
James Cove		122 75	42 20	90 00		9 45
Brooklyn		82 84	48 40	100 00		65 56
Bloomfield and Musgrave Town		123 78	85 68	225 00		186 90
Alexander Bay	65	52 34		55 00		2 01
Salvage		241 02	241 12	265 00		265 10
Sweet Bay		63 69	2 08	65 00		3 39
Gooseberry Islands		258 12	91 36	190 00		23 24
Cottell's Island		221 87	49 66	195 00		22 79
Flat Islands		130 07	126 44	130 00		126 37
Fair Islands		199 25	54 25	145 00		
Greenspond		694 04	99 40	599 00		4 36

BOARD OF WORKS ACCOUNTS.

BOARD OF WORKS ACCOUNTS.

APPENDIX.

BONAVISTA (continued),—					
Burnt Island	\$97 11	\$24 10	\$53 90		\$1 89
⁵ / ₀₀ Pool's Island	317 63	82 43	255 00		19 80
Swain's Island	317 88	56 18	295 00		33 30
Pinchard's Island	404 24	61 20	355 00		11 96
Gambo	136 22	72 59	96 00		32 37
Safe Harbor	97 40	4 40	93 00		
Plate Cove	182 15	76 15	115 00		9 00
Happy Adventure	73 00	74 75	120 00		121 75
Shambler's Cove	107 85	16 54	101 00		9 69
Roads, Bonavista Bay			31 87		31 87
	\$1 00	\$6,389 19	\$1,635 09	\$6,104 77	\$1,349 67
<hr/>					
BURIN (proper)	\$1,074 00	\$362 29	\$1,079 75		\$368 04
Flat Islands	198 00	22 19	202 00		26 19
Mortier Bay	368 18	159 81	305 00		96 63
Lord's Cove	42 42	24 30	30 00		11 88
St. Lawrence	235 35	16 80	228 55		10 00
Lamaline	366 08	59 33	338 65		31 90
Lawn	98 65	16 65	90 65		8 65
Fortune	274 76	13 36	275 00		13 60
Grand Bank	364 57	12 83	426 00		74 26
Burin roads			122 79		122 79
	\$3,022 01	\$687 56	\$3,098 39		\$763 94

Consolidated Statement of Expenditure on account of Local Roads by Board of Works, for year ending December 31st, 1892 (continued).

Locality.	Debit balance from 1891.	Expenditure, 1892.	Credit balance from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
CARBONEAR (proper)		\$1,646 93	\$3 17	\$1,643 76		
Victoria Village		219 20		220 00		.80
Mosquito		116 10	8 10	108 00		
		\$1,982 23	\$11 27	\$1,971 76		.80
FERRYLAND and Caplin Bay		\$321 63	\$10 09	\$352 58		\$41 04
Bay Bulls		327 94	26 17	310 08		8 31
Witless Bay		211 82	23 53	294 44		106 15
Mobile		244 13	78 02	265 20		99 09
Cape Broyle		297 44	88 00	209 44		
Renews		395 51	36 82	455 26		96 57
Goulds (to Shoal Bay)		118 00	129 60	114 86		126 46
		\$1,916 47	\$392 23	\$2,001 86		\$477 62

BOARD OF WORKS ACCOUNTS.

FORTUNE BAY,—														
Garnish	\$104	50	\$97	00	\$80	00	\$72	50						
Belleoram	152	12	27	44	125	00		32						
English Harbor West	152	75	36	30	140	00	23	55						
St. Jacques	53	45	28	55	60	00	35	10						
Harbor Briton	625	63	600	53	665	30	640	20						
Outharbors	686	43	358	40	409	95	81	92						
Hermitage North	229	00	276	27	240	00	287	27						
Roads in Fortune Bay	255	55	89	31	202	71	36	47						
Hermitage South	527	83	109	70	470	70	52	57						
Bay du Nord	260	25	139	00	140	00	18	75						
Bay D'Espoir	110	36	53	67	90	00	33	31						
	\$3,157	87	\$1,816	17	\$2,623	66	\$1,281	96						
HARBOR GRACE (proper)							\$2,011	25	\$271	38	\$1,924	11	\$184	24
South Side Harbor Grace	302	66	2	66	300	00								
Bryant's Cove	126	90		55	126	35								
Bishop's Cove	99	30		05	101	05	1	80						
Upper Island Cove	384	11	65	57	336	47	17	93						
Spaniard's Bay	691	90	93	32	614	38	15	80						
Bay Robert's	809	66	160	79	914	52	265	65						
Coley's Point	551	29	132	73	430	74	12	18						
	\$4,977	07	\$727	05	\$4,747	62	\$497	60						

BOARD OF WORKS ACCOUNTS.

Consolidated Statement of Expenditure on account of Local Roads by Board of Works, for year ending December 31st, 1892 (continued).

Locality.	Debit balance from 1891,	Expenditure, 1892.	Credit balance from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
HARBOR MAIN,—						
Topsail		\$945 40		\$945 40		
Holyrood		505 35	\$36 68	509 55		\$40 88
Harbor Main		1,009 77	142 08	877 85		10 16
Conception Harbor		806 35		810 05		3 70
		\$3,266 87	\$178 76	\$3,142 85		\$54 74
PLACENTIA & ST. MARY'S (C. Shore)				\$50 45		\$50 45
Trepassey		\$285 60	\$3 79	327 60		45 79
Holyrood and Peter's River		121 35	54 65	94 85		28 15
St. Mary's		300 85	74 47	261 05		34 67
Riverhead and Mall Bay		111 55	2 50	125 00		15 95
Red Island		142 75	42 75	100 00		
Salmonier		389 81	7 96	381 85		
Branche		147 62	68 74	190 00		111 12
Fox Harbor		114 00	14 00	100 00		
Little Placentia		401 44	18 69	399 90		17 15
Great Placentia		472 75		472 75		
Mooney's Cove, etc		118 75	67 94	98 00		47 19

BOARD OF WORKS ACCOUNTS.

Haystack, etc	80 46	47 60	51 80	18 94
Harbor Buffett	262 28	60 02	207 20	4 94
Isle of Valen	91 50	41 50	84 50	34 50
Sound Island	112 18	45 34	94 65	27 81
Black River	28 00	6 07	22 00	07
Woody Island	48 00		48 00	
Barren Island	52 00	52 00	52 00	52 00
St. Kyran's and Presque	167 60	50 55	194 70	77 65
Paradise	199 85	21 70	211 75	33 60
Burgeo	232 29	123 03	163 75	54 49
Baine Harbor	32 73	23 45	54 60	45 32
Merasheen	105 35	8 53	102 00	5 18
Oderin	290 49	128 10	240 45	78 06
Roads, Placentia and St. Mary's	249 39		249 39	
	\$4,558 59	\$963 38	\$4,378 24	\$783 03
BRIGUS AND PORT-DE-GRAVE,—				
Brigus	\$846 45	\$29 75	\$871 50	\$54 80
Cupids	432 58	34 10	460 35	61 87
Salmon Cove and Clarke's Beach	500 26	99 04	448 25	47 03
Bareneed	537 45	11 42	536 15	10 12
Port-de-Grave	431 53	96 97	415 15	80 59
	\$2,748 27	\$271 28	\$2,731 40	\$254 41

BOARD OF WORKS ACCOUNTS.

Consolidated Statement of Expenditure on account of Local Roads by Board of Works, for year ending December 31st, 1892 (continued).

Locality.	Debit balance from 1891.	Expenditure, 1892.	Credit balance from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
TRINITY BAY,—						
Turk's Cove		\$34 00		\$34 00		
Russel's Cove.....		156 28	\$10 27	158 15		\$12 14
Hant's Harbor		307 86	7 86	300 00		
Scilly Cove		194 50		200 00		5 50
New Perlican		135 75	54	146 00		10 79
Heart's Desire		62 75	2 50	70 00		9 75
Heart's Content.....		350 00		350 00		
Heart's Delight		167 30	11 99	180 00		24 69
Green's Harbor		171 50	9 00	162 00		
New Harbor.....		239 33	55 89	320 00		136 56
Norman's Cove.....		110 19	17 58	100 00		7 39
Tickle Harbor.....		153 26	44 51	120 00		11 25
Bay Bull's Arm.....		68 81	35 60	40 00		6 79
Heart's Ease.....		205 38	80 30	170 00		44 92
Hodge's Cove.....		165 58	75 40	150 00		59 82
Northern Bight.....		211 80	82 75	160 00		30 95
Foster's Point.....		177 87	44 37	140 00		6 50
Hickman's Harbor.....		90 84	10 86	80 00		02
Shoal Harbor		146 40	46 18	160 00		59 78

BOARD OF WORKS ACCOUNTS.

BOARD OF WORKS ACCOUNTS.

APPENDIX.

George's Brook	38 60		40 00	1 40
Smith Sound (south side)	182 13	53 34	140 00	11 21
Smith Sound (north side)	193 20	75 87	125 00	7 67
Smith Sound (entrance)	111 73		120 00	8 27
British Harbor	193 60	120 00	120 00	46 40
New Bonaventure	211 39	55 73	160 00	4 34
Ragged Harbor	100 00		100 00	
Trinity West	438 85	47 98	430 00	39 13
Trinity North	403 38	92 93	330 00	19 55
English Harbor to Salmon Cove ..	496 85	188 18	400 00	91 33
Great Catalina	573 27	59 12	560 00	45 85
Little Catalina	128 20	3 20	125 00	
Bird Island Cove	277 46	7 60	350 00	80 14
Witless Bay	17 50	1 35	17 50	1 35
Roads, Trinity Bay			396 51	396 51
	\$6,515 56	\$1,240 90	\$6,454 66	\$1,180 00
<hr/>				
Fogo (proper)	\$558 40	\$96 25	\$548 00	\$85 85
Joe Batt's Arm	197 14	27 26	200 00	30 12
Barr'd Islands	136 13	29 13	120 00	13 00
Tilton Harbor	184 10	73 65	194 00	83 55
Cat Harbor	122 30	42 30	80 00	
Seldom-Come-By	250 81	28 03	240 40	17 62
Musgrave Harbor	272 68	122 15	200 00	49 47
Ladle and Apsey Cove	116 90	26 00	93 00	2 10

Consolidated Statement of Expenditure on account of Local Roads by Board of Works, for year ending December 31st, 1892 (continued).

Locality.	Debit balance from 1891.	Expenditure, 1892.	Credit balance from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
Fogo (continued),—						
Rocky Bay		\$76 26	\$5 50	\$82 00		\$11 24
Gander Bay		86 50	15 00	82 15		10 65
Change Islands		380 84	71 96	350 00		41 12
Indian Islands		73 40	17 84	102 00		46 44
		\$2,455 46	\$555 07	\$2,291 55		\$391 16
TWILLINGATE,—						
Twillingate Islands		\$1,548 82	\$379 53	\$1,265 30		\$96 01
Tilt Cove		333 88		335 95		2 07
Indian Burying Place		55 45	2 60	55 65		2 80
Three Arms		39 70	9 55	35 70		5 55
Wild Bight		32 60		49 00		16 40
Troytown		123 74	41 49	82 25		
Black Island		50 97	4 17	46 80		
Sampson's Island		30 00		40 00		10 00
Kite Cove		94 23	38 20	68 60		12 57
Northern Arm		61 30	28 10	65 85		32 65

BOARD OF WORKS ACCOUNTS.

Dominion Point	13 40	37 20	39 35	63 15
Peter's Arm	38 85		50 00	11 15
39 Burnt Bay	76 45		77 00	55
Burnt Arm	34 29		50 00	15 71
Loon Bay	35 51	48	38 85	3 82
Indian Arm	44 00		50 00	6 00
Little Bay Islands	141 27	22 64	143 50	24 87
Ward's Harbor	95 55	67 65	104 55	76 65
Cottell's Island	28 44		50 00	21 56
Roberts Arm	87 11	42 26	60 00	15 15
Lushe's Bight	21 45		25 00	3 55
Leading Ticks	149 99	34 73	135 80	20 54
New Bay	135 77	97 33	100 00	61 56
S. W. Arm and S'n Arm (New Bay)			41 40	41 40
Fortune Harbor	124 92	51 03	174 30	100 41
Boot Harbor	46 35	62 70	37 80	54 15
Exploits	238 34	8 42	239 05	9 13
Nipper's Harbor	243 00	99 48	185 85	42 33
N. W. Arm	153 30	28 45	139 30	14 45
Jackson's Cove	138 51	27 11	113 40	2 00
S. W. Arm	21 00		40 00	19 00
Moreton's Harbor	240 98	95 74	224 35	79 11
Little Bay Mines	612 98	207 83	563 80	158 65
Tizzard's Harbor	110 25	35 25	105 35	30 35

BOARD OF WORKS ACCOUNTS.

Consolidated Statement of Expenditure on account of Local Roads by Board of Works, for year ending December 31st, 1892 (concluded).

Locality.	Debit balance from 1891.	Expenditure, 1892.	Credit balance from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
TWILLINGATE (continued),—						
Herring Neck.....		\$414 78	\$25 32	\$400 40		\$10 94
Pilley's Island.....		135 70		150 00		14 30
Wolf Cove.....		45 30		55 00		9 70
Little Ward's Harbor.....		59 00		60 00		1 00
Friday's Bay.....		120 00		120 00		
Beaver Cove.....		36 00		80 00		44 00
Badger Bay.....		20 00		20 00		
Seal Bay.....		20 00		20 00		
		\$6,053 18	\$1,447 26	\$5,739 15		\$1,133 23

JAMES DAY, *Chairman.*
GEO. W. MEWS, *Secretary.*

BOARD OF WORKS ACCOUNTS.

RECAPITULATION :

Locality.	Debit balance from 1891.	Expenditure, 1892.	Credit balance from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
Bay-de-Verde		\$3,678 53	\$590 94	\$3,320 36		\$212 77
Bonavista	\$1 00	6,389 19	1,635 09	6,104 77		1,349 67
Burin		3,022 01	687 56	3,098 39		763 94
Carbonear		1,982 23	11 27	1,971 76		80
Ferryland		1,916 47	392 23	2,001 86		477 62
Fortune Bay		3,157 87	1,816 17	2,623 66		1,281 96
Harbor Grace		4,977 07	727 05	4,747 62		497 60
Harbor Main		3,266 87	178 76	3,142 85		54 74
Placentia and St. Mary's		4,558 59	963 38	4,378 24		783 03
Port-de-Grave and Brigus		2,748 27	271 28	2,731 40		254 41
Trinity Bay		6,515 56	1,240 90	6,454 66		1,180 00
Fogo		2,455 46	555 07	2,291 55		391 16
Twillingate		6,053 18	1,447 26	5,739 15		1,133 23
	\$1 00	\$50,741 30	\$10,516.96	\$48,606 27		\$8,380 93

JAMES DAY, *Chairman.*
GEO. W. MEWS, *Secretary.*

BOARD OF WORKS ACCOUNTS.

APPENDIX.

BOARD OF WORKS ACCOUNTS.

Consolidated Statement of Expenditure on account of Main

Locality.	Debit bal- ances from 1891.	Expendi- ture.
Tizzard's Harbor to Moreton's Harbor		\$153 90
Shoe Cove to LaScie		87 00
Moreton's Harbor to Western Head		123 05
Tizzard's Harbor to Carter's Cove		107 00
Twillingate to Bluff Head Cove		49 00
Tilt Cove roads and vicinity		37 36
Round Harbor to Tilt Cove		74 70
Round Harbor to Snook's Arm		95 00
Little Bay Mines to Indian Brook		562 52
Twillingate to Long Point		41 05
Twillingate to Little Harbor		105 00
Jenkin's Cove to French Beach		50 60
Rink road		94 47
Black Island Tickle to Kier's Cove		69 74
New Bay Head to Fortune		46 85
Little Harbor to Purcell's Hr., across marsh ..		68 65
Jackson's Cove to King's Cove		115 86
Gillard's Cove to Purcell's Harbor		188 20
N. W. Arm to Rouge Harbor		101 02
Rouge Harbor to Bett's Cove		96 40
Bett's Cove to Snook's Arm		105 40
Lushe's Bight to Ward's Harbor		68 05
Southern Harbor to Sulian's Cove		53 70
Jackson's Cove to Birchy C'e and Colchester ..		80 21
Fortune Harbor to Cottrell's Cove		166 05
Exploits to Sergeant's Cove		40 00
Lower part of Purcell's Harbor		75 50
Moreton's Harbor to Chance Harbor		80 80
Seldom-Come-By to Fogo		337 35
Tilton Harbor to Joe Batt's Arm		88 45
Shoal Bay to Fogo		73 98
Hare Bay to Fogo		76 45
Barr'd Island to Fogo and Seldom-Come-By ..		217 37
Rocky Bay to Gander Bay		75 00

BOARD OF WORKS ACCOUNTS.

Line Roads, by Board of Works, year ending Dec. 31, 1892.

Credit bal- ances from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
\$64 14	\$100 00	.....	\$10 24
10 20	100 00	.....	23 20
50 50	112 50	.....	39 95
9 40	100 00	.....	2 40
.....	50 00	.....	1 00
37 36	.....	.....	.....
1 92	75 00	.....	2 22
20 00	75 00	.....	.....
152 20	500 00	.....	89 68
1 48	50 00	.....	10 43
17 62	100 00	.....	12 62
34 57	50 00	.....	33 97
29 90	100 00	.....	26 43
12 74	57 00	.....	.....
6 85	40 00	.....	.....
22 55	50 00	.....	3 90
16 97	100 00	.....	1 11
3 45	252 50	.....	67 75
40 50	66 66	.....	6 14
11 33	87 50	.....	2 43
61 82	50 00	.....	6 42
18 20	100 00	.....	50 15
4 34	50 00	.....	64
13 58	66 66	.....	03
104 80	100 00	.....	38 75
.....	40 00	.....	.....
20 20	60 00	.....	4 70
20 80	60 00	.....	.....
34 20	327 00	.....	23 85
105 75	120 00	.....	137 30
64 98	75 00	.....	66 00
9 74	75 00	.....	8 29
48 88	177 43	.....	8 94
39 94	74 00	.....	38 94

BOARD OF WORKS ACCOUNTS.

Consolidated Statement of Expenditure on account of Main

Locality.	Debit bal- ances from 1891.	Expendi- ture.
Cat Harbor to Musgrave Harbor		\$238 86
North side Ragged Hr. to north side Apsey C'e		74 40
Amherst Cove to Catalina		278 40
Southern Bay to Goose Bay		85 20
Southern Bay to Goose Bay, <i>via</i> Sweet Bay		102 60
Plate Cove to head Southern Bay		425 25
Bonavista to Bird Island Cove		150 00
King's Cove to Tickle Cove		251 40
Riverhead Muddy Cove towards Southern Bay		
Roads in Bonavista Bay		
Greenspond to Cape Freels		780 75
Greenspond to English Harbor		155 25
Salvage Bay to Alexander Bay		99 19
Shambler's Cove to New Harbor		249 10
Brown's Marsh to King's Cove		127 85
Plate Cove to Brown's Marsh		151 40
Open Hall to Brown's Marsh		17 20
Salvage to Happy Adventure		97 60
Tickle Cove to Plate Cove		
Roads, Blackhead Bay		397 10
Cape Freels to Cat Harbor		117 60
Whitbourne roads		
Glover road, Trinity end		465 73
New Harbor to South Dildo		112 00
New Harbor to Heart's Content		885 10
Green's Hr. to Hr. Grace, con. Spaniard's Bay		545 40
Dildo to Chance Cove		1,079 39
New Perlican to Lead Cove		806 15
Lead Cove to Grate's Cove		324 59
Heart's Ease to Butter Cove		59 00
Trinity to Catalina		691 99
Trinity to British Harbor		724 71
Trinity to Indian Arm		549 95

BOARD OF WORKS ACCOUNTS.

Line Roads, by Board of Works, year ending Dec. 31, 1892.

Credit bal- ances from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
\$203 34	\$200 00	.....	\$164 48
8 78	100 75	.....	35 13
132 44	250 00	.....	104 04
276 96	50 00	.....	241 76
60 08	200 00	.....	157 48
527 76	500 00	.....	602 51
133 64	100 00	.....	83 64
61 21	200 00	.....	9 81
245 40	100 00	.....	345 40
96 75	.....	.....	96 75
111 55	700 00	.....	30 80
12 96	150 00	.....	7 71
121 10	100 00	.....	121 91
62 80	200 00	.....	13 70
26 95	125 00	.....	24 10
135 77	125 00	.....	109 37
70 70	100 00	.....	153 50
96 70	100 00	.....	99 10
393 60	200 00	.....	593 60
163 96	400 00	.....	166 86
21 49	100 00	.....	3 89
485 00	500 00	.....	985 00
180 80	300 00	.....	15 07
24 91	100 00	.....	12 91
178 00	900 00	.....	192 90
677 81	600 00	.....	732 41
454 99	700 00	.....	75 60
301 23	775 00	.....	270 08
.....	325 00	.....	41
9 71	60 00	.....	10 71
99 79	720 00	.....	127 80
327 11	500 00	.....	102 40
375 49	400 00	.....	225 54

BOARD OF WORKS ACCOUNTS.

Consolidated Statement of Expenditure on account of Main

Locality.	Debit bal- ances from 1891.	Expendi- ture.
Trinity to King's Cove		\$796 38
Catalina to Bird Island Cove		244 93
Catalina to Bonavista		569 12
New Harbor to Broad Cove Station		200 00
Grates Cove to Bay-de-Verde		221 40
Bay-de-Verde to Red Head		111 28
Old Perlican to Lower Island Cove		496 76
Old Perlican to Bay-de-Verde		196 00
S. C. Bridge to Heart's Content Road		296 80
Carbonear to Bay-de-Verde		1,251 31
Carbonear to New Perlican		1,308 82
Carbonear to Heart's Delight		150 00
Agricultural road, Coley's Point		603 20
Central road, Bay Roberts		963 28
Spaniard's Bay to New Harbor		331 67
Spaniard's Bay to Bishop's Cove		202 04
Tilton to Spaniard's Bay		120 17
Upper Island Cove to Tilton		146 61
Upper Island Cove to Harbor Grace		218 99
Tilton to Brazil's Hill		52 43
Brigus to Carbonear	5 60	912 56
Brigus to Nine Island Pond		217 80
Hall's Town to Snow's Pond		417 79
Goulds and on Long Harbor roads		170 50
Whitbourne to Colinet		334 25
Horse Cove to Topsail		75 00
Manuel's to Prices		100 00
Salmon Cove Gasters		100 20
Cat's Cove, Colliers, and Bacon Cove		150 76
Holyrood through Seal Cove		100 00
Holyrood to Placentia		995 33
Holyrood to Witless Bay		529 23
St. John's East, extern		4,291 22

BOARD OF WORKS ACCOUNTS.

Line Roads, by Board of Works, year ending Dec. 31, 1892.

Credit bal- ances from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
\$185 88	\$800 00	.....	\$189 50
165 13	300 00	.....	220 20
209 12	360 00	.....	.....
2 45	200 00	.....	2 45
27 60	200 00	.....	6 20
11 28	100 00	.....	.....
103 16	400 00	.....	6 40
.....	200 00	.....	4 00
.....	300 00	.....	3 20
12 98	1,250 00	.....	11 67
230 40	1,200 00	.....	121 58
.....	200 00	.....	12 81
401 44	400 00	.....	198 24
579 38	600 00	.....	216 10
217 32	330 00	.....	215 65
10 45	200 00	.....	8 41
6 04	120 00	.....	5 87
16 61	130 00	.....	.....
18 99	200 00	.....	.....
6 64	50 00	.....	4 21
.....	1,000 00	.....	81 84
73 32	150 00	.....	5 52
225 01	200 00	.....	7 22
241 10	150 00	.....	220 60
357 89	1,500 00	.....	1,523 64
.....	75 00	.....	.....
.....	100 00	.....	.....
20	100 00	.....	.....
76	150 00	.....	.....
.....	100 00	.....	.....
31 00	1,000 00	.....	35 67
.....	650 00	.....	120 77
.....	4,291 22	.....	.....

BOARD OF WORKS ACCOUNTS.

Consolidated Statement of Expenditure on account of Main

Locality.	Debit bal- ances from 1891.	Expendi- ture.
Portugal Cove to Pouch Cove, <i>via</i> Bauline.		\$300 00
Torbay to Pouch Cove, <i>via</i> Bauline.		250 00
St. John's to Portugal Cove.		500 00
St. John's to Cape St. Francis.		700 00
St. John's West, extern		2,703 33
South Side, St. John's		227 57
The Thorburn Road.		100 00
South Side road extension.		500 00
Freshwater to Topsail, by Kenmount.		300 50
Old Placentia to Topsail road		201 00
St. John's to Cape Spear		300 00
City limits to Goulds	7 50	429 50
St. John's to Quigley's.	} 148 66	851 34
Quigley's to Brigus.		
Goulds to Renewes		1,205 12
Trepassey to Renewes		1,045 17
Placentia to Little Placentia and Fox Harbor		401 12
Little Placentia to Long Harbor.		79 20
Salmonier to St. Mary's.		708 64
Western Shore to Placentia Bay.		241 09
Placentia to Cape Shore.		1,015 45
Branch to St. Bride's		477 03
Trepassey to St. Shotts		386 83
Holyrood to St. Mary's.		202 40
Burin to Garnish (B. side)		281 40
Burin to Garnish (G. side)		245 00
Burin to Grand Bank.		2,535 15
Grand Bank to Garnish (G. B. end)		200 57
Grand Bank to Garnish (G. end)		92 76
Hermitage Cove to Pass Island		460 00
Roads, Bay D'Espoir.		482 58
Gaultois to Picairre.		47 00
Gaultois to Connaigre Bay		90 00
Harbor Breton to Connaigre Bay.		529 07
Harbor Breton to Belloram.		769 11

BOARD OF WORKS ACCOUNTS.

Line Roads, by Board of Works, year ending Dec. 31, 1892.

Credit bal- ances from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
.....	\$300 00	.....	.....
.....	250 00	.....	.....
.....	500 00	.....	.....
.....	700 00	.....	.....
.....	2,703 33	.....	.....
27 57	200 00	.....	.....
.....	100 00	.....	.....
.....	500 00	.....	.....
50	300 00	.....	.....
1 00	200 00	.....	.....
.....	300 00	.....	.....
.....	500 00	.....	.....
.....	200 00	.....	.....
..... }	800 00	.....	.....
183 77	1,200 00	.....	\$178 65
235 82	1,000 00	.....	190 65
9 89	400 00	.....	8 77
79 20	100 00	.....	100 00
72 59	700 00	.....	63 95
133 40	300 00	.....	192 31
15 45	1,000 00	.....	.....
1 04	500 00	.....	24 01
120 64	350 00	.....	83 81
91 13	200 00	.....	88 73
87 47	245 00	.....	51 07
.....	245 00	.....	.....
639 69	2,200 00	.....	304 54
105 13	100 00	.....	4 56
.....	100 00	.....	7 24
180 00	300 00	.....	20 00
284 93	220 00	.....	22 35
22 00	50 00	.....	25 00
34 00	100 00	.....	44 00
304 91	300 00	.....	75 84
642 50	550 00	.....	423 39

BOARD OF WORKS ACCOUNTS.

Consolidated Statement of Expenditure on account of Main

Locality.	Debit bal- ances from 1891.	Expendi- ture.
<i>Brought forward</i>	\$261 95	\$49,582 60
Belloram to St. Jacques		130 00
St. John's Bay to Wreck Cove		257 38
Miller's Passage to Little Bay		353 17
Baine Harbor to Bay l'Argent		1,054 25
Channel to Codroy		2 00
Bay St. George roads		5,258 77
Northern Mail Route		934 89
General Main Line, grant of \$6,000.		6,431 59
	\$261 95	\$64,004 65

BOARD OF WORKS ACCOUNTS.

Line Roads, by Board of Works, year ending Dec. 31, 1892.

Credit balances from 1891.	Grant, 1892.	Overdrawn Dec. 31, 1892.	Unexpended, Dec. 31, '92.
\$13,567 47	\$48,041 55	.....	\$11,764 47
34 11	100 00	.....	4 11
207 17	225 00	.....	174 79
240 88	225 00	.....	112 71
222 56	1,000 00	.....	168 31
5 92	.....	.....	3 92
805 47	4,852 75	.....	399 45
2,749 15	2,000 00	.....	3,814 26
1,798 74	6,000 00	.....	1,367 15
\$19,631 47	\$62,444 30	.....	\$17,809 17

JAMES DAY, *Chairman,*
 GEO. W. MEWS, *Secretary.*

BOARD OF WORKS ACCOUNTS.

Reports on Light-houses and Public Buildings for year 1892.

LONDON, January 1, 1893.

SIR,—I have the honor herewith to submit my reports upon light-houses (enclosure No. 1) and public buildings (enclosure No. 2), together with copies of the estimates of the expenditure required for repairs and maintenance for the current year (enclosures Nos. 3 and 4).

Necessary repairs have been made to the light and alarm stations, and they have been suitably supplied with stores.

The public buildings have been repaired so as to maintain them in a fairly efficient condition, though the fire of July, besides destroying the Court and Custom Houses and the the Fever Hospital, somewhat deranged the execution of work at the other public buildings by diverting the strength of the department in other directions. The time of the Foreman of Works was much taken up in assisting on surveys of ruins that might possibly endanger the public safety, and in managing the erection of a building on the Parade ground to replace the factory, but to be used temporarily for educational purposes by the Christian Brothers.

In the earlier part of the year I was occupied in making designs for altering the Court House buildings, and, after consultations with the Bench and the Bar, such arrangements were arrived at that plans could be prepared whereby more convenient accommodation would have been provided for the administration of justice and a better external appearance of the building designed, but the fire of July rendered this labor useless.

It is gratifying to be able to note that the record room on the west side of the main building, designed by me as a fire-proof structure, answered its purpose perfectly, as not a paper or book was even scorched. The doors were supplied by Messrs. Chubb & Son, of London, and were exposed to intenser fire than the other sides of the structure, opening, as they did, into the main building.

BOARD OF WORKS ACCOUNTS.

Later in the season sketches were made of a building to be used temporarily as a Court House, that should eventually become the Star of the Sea Hall.

Last year it was reported that there might be difficulty in obtaining *cold* drawn seal oil for the lighthouses, and the propriety of altering the lamps to suit the combustion of kerosene oil was suggested. This having been approved, orders were given immediately for new lamps, but they were so long in coming that the work of fitting them occupied the mechanic until very late in the season, and those for Green Island, Harbor Grace Island, and Cape Bonavista have yet to be done.

The following are the stations at which the lamps have been altered, viz: Fort Amherst, Baccalieu Island (8), Cape Pine (17), Cape St. Mary's (12), Dodding Head (6), Brunette Island (9), and Ferryland Head; the first named station having a two-wick and the last a three-wick concentric lamp. The others are argands, and of the respective numbers at each place put above in parenthesis.

But little of the work of the past season was done under my personal superintendence, but I believe my directions to be thoroughly carried out by the officers of the department, and that nothing has been wanting for the efficiency of the work. Owing to the unfortunate accident to my ankle early in March, I could not leave the house until the end of June, and though there was improvement in its condition, there seemed little likelihood of its getting well while attending, even indifferently, to the work of the department. In October leave was granted for me to come here for treatment. This personal matter would not have been mentioned, but in mitigation of some of the shortcomings of my reports, particularly in reference to works performed. Not having my papers about them here, much has necessarily been omitted.

I have the honor to be, Sir,

Your obedient servant,

J. T. NEVILL,

Inspector Lighthouses and Public Buildings.

TO JAMES DAY, ESQ.,

Chairman Board of Works.

BOARD OF WORKS ACCOUNTS.

LIGHTHOUSES.

(Enclosure No. 1. To accompany report of 1st January, 1893.)

Gull Island.—A slight repair to the block continued its usefulness for the season, but the greater ones heretofore spoken of will have to be made at an early date.

Long Point, Twillingate.—The slight crack in the cement on the N. E. corner of the tower has not increased. Two of the free stones of the cornice had begun to perish, and were cut out to the solid, repairs being made with cement, but the disintegration still continues in other parts, requiring attention from time to time.

Cann Island (Seldom-Come-By).—Excepting the clapboarding of the tower, the building at this station is in good condition. The clapboard should be renewed over felt.

The road from the landing place to the house is much worn, and should be repaired.

Wadham Island.—Last year casing the brick tower with iron was recommended, and provided for in the estimate. Owing to the unfortunate accident that disabled me until the middle of the year, arrangements for getting the casing were deferred until so late that there was not time to put it in place before the winter. It is in store, and the work of erection can be proceeded with as soon as the spring will permit.

Cabot Island.—The western side of the roof being leaky, some temporary repairs were made at once; but during the coming season the scuppers and waterways will have to be taken up and renewed.

Puffin Island.—A water tank has been constructed.

Denier Island.—Storm doors are required for the purpose of keeping out the weather, and a water-closet should be provided.

Cape Bonavista.—Former remarks relative to the machine operating the light still continue to apply.

Green Island.—The keeper reports that the house is much more affected by the wind than formerly was the case. The heavy block of masonry in the centre of the house and supporting the light-room is sufficient for security.

BOARD OF WORKS ACCOUNTS.

A bridge across a gulch forty feet long should be renewed; the old one is rotten, and it is the road over which all stores have to be conveyed to the station.

The mechanician of the department has taken down the alarm machine and fitted a new piston to the same.

Baccalieu Island.—The iron casing recommended last year is in store, ready to be despatched and erected as early as the season may permit.

The covered way between the lighthouse and dwelling-house requires repair, and leaks in the flat roofs have to be stopped.

Carbonear Island.—The roof of the house is leaky during storms. It is doubtful if re-shingling with material of the indifferent quality now obtainable will make it any better. A carefully-nailed coating of felt over the shingles will prevent the trouble complained of. The clap-board needs to be re-nailed.

A new sunken wharf will have to be provided at the landing-place, and repairs made to the wharf.

Harbor Grace Island.—Owing to the necessity of making an organic change in the light itself, and in the character of the light-keeper's duties at some early date, but the barest possible work has been done in the way of repairs for some time. An early decision will have to be made on this subject. This subject was fully gone into in a report of 11th August, 1891, a copy of which was submitted with my last report. [Instructions have been received, directing the carrying out of my suggestions of August, 1891.]

Brigus Northern Head.—Some pointing is required to the foundations, and felt formerly provided has to be put on the roof.

Cape St. Francis.—About half of the launchway at Biscayan Cove has been carried away by the sea, and will have to be renewed, it being required for landing the stores and coals.

Leading Lights, St. John's.—These were destroyed by the unfortunate fire last year. The small brick tower near the Congregational chapel was re-roofed and re-fitted as quickly as possible, and a temporary mast was erected upon which to display a light to take the place of the one formerly on the Custom House.

BOARD OF WORKS ACCOUNTS.

Fort Amherst.—A new store and platform have been provided at the landing place. The wall of the north-eastern side of the house is bursting, and needs early attention. The walls generally require pointing, and the roof should be painted. Some concrete is required in the sally boat. A new boat is wanted.

Cape Spear.—Some parts of the roof require repair, both of the dwelling and signal block. It will be necessary to provide a new steam-boiler for the alarm. A part of the tramway at the landing-place has been carried away by the sea and will require to be renewed as soon as possible. Until it is done nothing can be landed.

Ferryland Head.—Repairs are required to parts of the outside of the house, as the clapboard and rough board are rotten in places.

Before the iron casing was put on the tower, considerable damage had been done by wet and frost to the internal cementing of the tower, and this should be repaired.

The road across the Downs from the harbor to the Head is, in parts, in bad condition, requiring early attention.

Cape Pine.—The repairs spoken of in my last report have been made.

For reasons hereinafter explained (see Cape St. Mary's) the assistant light keeper was transferred to Cape St. Mary's, and the assistant at that station placed at Cape Pine.

Cape St. Mary's.—The dock has again had to be cleared, and the annual repair of Lear's Cove hill and the road has been done.

The repairs mentioned last year as necessary have been done.

In a gale in August the boat belonging to the station and many others were lost. A new one will have to be provided. The bridge at the road end was also damaged, and, being old, it is doubtful if anything short of a new one will be effective.

For some time past the assistant and keeper did not work cordially together; and this being detrimental (or likely to be so) to the service, the assistant keeper was removed to Cape Pine, and the assistant from that station placed in the same position at Cape St. Mary's.

Point Verde.—Ever since the installation of the light at this station,

BOARD OF WORKS ACCOUNTS.

there has been much trouble about a road to it. Before commencing building, a short road was made from the site to the nearest beach, and all material was landed there. This bit of road is often washed away, and causes much trouble. There is difficulty in getting a direct road from the main bridge at the end of the public road from Placentia owing to the land that would have to be crossed belonging to different owners, but possibly the convenience a road would be to them might lead to easy terms being made for securing a right of way. Could this be done, the construction of the road itself would be very easy.

The clapboarding of the house requires attention, and the windows need repair. A small store-house for oil and paint is required.

Dodding Head.—The inside ballast wharf at Crosses Cove will have to be renewed, as also the planking of the wharf.

Brunette Island.—The shingling of the roofs requires repair. A new floor and sills are wanted to the porch at the south end of the dwelling, and the northern porch should be repaired.

Belleoram.—Some parts of the tower are showing decay. It should be examined, and the necessary repairs made.

Rocky Point, Harbor Breton.—Some repair is required to the junction of the wooden store to the iron tower.

Rose Blanche.—The flat roofs require coating.

Sandy Point.—The stockade fence recommended last year has been made, and it is expected to have a very beneficial effect in retaining the shifting sands in the neighbourhood of the light tower.

Respectfully submitted,

J. T. NEVILL,
Superintendent of Light-houses.

BOARD OF WORKS ACCOUNTS.

PUBLIC BUILDINGS.

(Enclosure No. 2. To accompany report of 1st January, 1893.)

Penitentiary.—The re-construction of the roof-light is the chief work required.

Outport Court Houses.—Repairs of greater or less extent have been made to most of these buildings. Bearing in mind that many of them are old, it may be said that the general condition is good, though some, from their age and defective arrangements, are not suitable for the changed conditions of the localities in which they stand. The plan adopted for the past few years of devoting a specific sum to each place has prevented waste and dilapidation, and a continuance of this course should prevent the necessity of a large outlay on any particular building.

Lunatic Asylum.—The works recommended in my last report have been carried out, except that the hydraulic rams for giving a better supply of water have not been installed. This required my personal attention, but being physically unfit for such a duty, the work has not been done. Its necessity continues, and provision has been made in the estimate for carrying it out.

The roofs and walls will need repairs. Engineer fittings will have to be supplied; the boiler may want repairs; a new ice-house is wanted; and some additional lengths of hose should be supplied.

The repairs to steam boiler provided for in the estimate are only such small ones as are incident to wear and tear of current use, but one of the boilers will have to be renewed at an early date, and for this nothing has been put in the estimate.

Poor Asylum.—Some repairs are required to fences, the roofs should be coated, and some painting done.

The water service from the public main has continued inadequate.

Hospital, Quidi Vidi.—Two water-closets are required, and the outside should be painted. During the heated term last summer, the supply of water to this institution, and consequently to the Penitentiary, failed, the level of the water in George's Pond sinking day by day until it reached the inlet to the service pipe. The work of lowering this was

BOARD OF WORKS ACCOUNTS.

commenced, but in the meantime both institutions were without water. To obtain a temporary supply an opening was made in the pipe where it passes through Deadman's pond, and an adequate supply resulted, and also proving that the former shortness of water did not arise from the pipes furring up, as alleged. The services of the Penitentiary and Hospital have since been connected to the town main.

Fever Hospital (Lazaretto) —Parts of the walls require pointing ; the roofs should be coated, and the outside woodwork painted.

Colonial Building.—The pointing of the walls and outside painting recommended last year have not been done, and require early attention. Some new fences are required, and the principal entrance doors are so defective that new ones will be required. The opportunity should be made use of for carrying out the provisions of the Act requiring the external doors of public buildings to open outwards.

Imperial Buildings.—The fire last year removed the Queen's wharf and the Fever Hospital, Signal Hill, leaving only some few buildings on Signal Hill to be known by this name.

Repairs are required to Scott's and Cantwell's quarters.

Kerosene Oil Store.—The repairs recommended in my last report, and only those contingent on use, will be needed during the coming year.

Block House.—This place will only need the repairs contingent on use.

Post Office.—In my last report it was represented as being necessary that the outside of this building should have some repairs. Before leaving St. John's, the contractor who erected it was spoken to relative to doing the work, but I am not aware whether it was done or not. If not, it should have early attention in the spring.

Government House.—When the pointing of the walls recommended in my last year's report was being done, their condition was found to be worse than was expected, leading to less surface being gone over than it was supposed the amount provided in the estimate would cover, and consequently work of this kind still has to be done.

Shoots have been put to parts of the eaves ; they should be sup-

BOARD OF WORKS ACCOUNTS.

plied to the other parts. The entrance porch is so much decayed as to be past satisfactory repair. Some time ago, to make it safe, it was necessary to prop the floor from below. A new porch is required.

The roofs and chimneys will have to receive repairs, to make good damages from a season's wear.

Respectfully submitted,

J. T. NEVILL,

Superintendent of Public Buildings.

BOARD OF WORKS ACCOUNTS.

(Enclosure No. 3.)

LIGHTHOUSES.

Estimate of Expenditure for 1893.

Gull Island	\$1,850
Long Point, Twillingate	1,250
Wharf Light	120
Cann Island	800
Wadham Island	2,600
Penguin Island	800
Cabot Island	1,600
Puffin Island	600
Denier Island	900
King's Cove Head	400
Cape Bonavista	2,000
Green Island	2,500
Fort Point	220
Hant's Harbor	220
Baccalieu	3,300
Carbonear	900
Harbor Grace	1,650
Harbor Grace Beacon	450
Bay Roberts Point	250
Brigus	650
Cape St. Francis	3,500
Fort Amherst	2,200
Leading Lights	380
Cape Spear	2,500
Ferryland Head	1,700
Cape Pine	1,800
Point LaHaye	250
Cape St. Mary's	2,000
Point Verde	1,000
Dodding Head	1,500
Lamaline	220
<i>Forwarded</i>	<u>\$40,110</u>

BOARD OF WORKS ACCOUNTS.

Estimate of Expenditure for 1893 (concluded).

<i>Brought forward</i>	\$40,110
Brunette	1,650
Grand Bank	200
Garnish	200
Belloram	300
Rocky Point.....	220
Pass Island	700
Gaultois.....	220
Boar Island.....	700
Ireland Island	800
Rose Blanche.....	800
Channel Head.....	650
Sandy Point	220
Trepassey Buoy	400
General lighthouses.....	400
Mechanician	900
Alterations, seal to kerosene oil.....	570
	<hr/>
	<u>\$49,040</u>

J. T. NEVILL,
Superintendent Light-houses.

BOARD OF WORKS ACCOUNTS.

 (Enclosure No. 4.)

PUBLIC BUILDINGS.

Estimate of cost of repairs for the year 1893.

Gaol, St. John's	\$300
Outport Court Houses and Gaols	2,600
Lunatic Asylum	1,600
Poor Asylum	450
Hospital, Quidi Vidi	600
Hospital, Signal Hill (Lazaretto)	200
Colonial Building	600
Imperial Buildings	200
Drill Shed	50
Kerosene Oil Store	50
Block House	150
Government House	2,000
Custom House, Harbor Grace	100
	<hr/>
	<u>\$8,900</u>

J. T. NEVILL,
Superintendent Public Buildings.

POSTAL DEPARTMENT.

Report of Postmaster-General for the year 1892.

*To His Excellency Lieut.-Colonel Sir J. TERENCE
N. O'BRIEN, Knight-Commander of the
Most Distinguished Order of St. Michael
and St. George, Governor and Commander-
-in-Chief in and over the Island of New-
foundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have now the honor to submit for your Excellency's information, and for the information of the Legislature, the report of the Post Office Department for the year ended the 31st of December, 1892.

The total receipts for the year from all sources amount to \$44,000; the total expenditure being \$65,270.84.

Money Order Branch.—The following table exhibits the business for the year, and for the three previous years :—

Year.	No. of orders issued.	Total amount of orders issued.	Commission accruing thereon.	No. of orders paid.	Total amt. of orders paid.
1889..	10,282	\$225,843.95	\$2,374.93	6,259	\$118,469.13
1890..	10,314	222,594.18	2,367.32	6,508	115,951.47
1891..	11,539	255,945.02	2,721.52	7,170	125,857.23
1892..	13,064	338,915.84	3,569.33	7,408	131,783.58

The commission on orders issued during the year was divided in the following manner :—

The United Kingdom.....	\$411.64
The Dominion of Canada.....	427.46

POSTAL DEPARTMENT.

The United States of America \$201.72
 Newfoundland 2,528.51

Abstract of Money Orders issued in Newfoundland drawn on the United Kingdom, Canada, and the United States, 1890, 1891, and 1892 :—

Year.	UNITED KINGDOM.		CANADA.		UNITED STATES.	
	No. of orders issued.	Amount.	No. of orders issued.	Amount.	No. of orders issued.	Amount.
1890	2,568	\$51,946.54	2,987	\$76,907.02	1,769	\$38,124.23
1891	2,829	65,577.44	3,391	81,027.98	2,109	49,260.09
1892	3,398	89,603.16	3,949	106,318.86	2,625	83,334.94

Orders drawn in the United Kingdom, Canada, and the United States, payable in Newfoundland, in the years 1890, 1891, and 1892 :

Year.	UNITED KINGDOM.		CANADA.		UNITED STATES.	
	No. of orders.	Amount.	No. of orders.	Amount.	No. of orders.	Amount.
1890	459	\$6,426.50	1,592	\$25,585.89	1,519	\$28,350.75
1891	465	5,829.62	1,519	24,090.59	2,074	37,836.52
1892	557	7,269.68	1,378	20,777.85	2,347	43,029.92

POSTAL DEPARTMENT.

POSTAL ORDER BUSINESS :

Year.	Issued in St. John's.		Issued by Outport Offices.		Accrued Commission.
	No. of orders.	Total value.	No. of orders.	Total value.	Amount.
1889..	758	\$2,084.88	308	\$655.56	\$24.35
1890..	1,484	4,079.40	607	1,133.88	47.05
1891..	1,541	4,023.60	620	1,409.04	48.64
1892..	2,322	6,474.84	739	1,514.52	70.43

PARCEL POST BUSINESS :

Year.	No. parcels received from		No. parcels despatched to		Total postage accruing from		Proportion of postage paid.	
	U. Kingdom.	Canada.	U. Kingdom.	Canada.	U. Kingdom.	Canada.	U. Kingdom.	Canada.
1889	1,563	123	280	104	\$481.95	\$81.07	\$49.65	\$27.15
1890	1,603	214	276	115	528.27	97.85	54.90	21.20
1891	1,859	300	333	145	538.34	70.62	64.83	24.13
1892	2,480	345	498	177	605.47	67.45	100.07	24.30

POSTAL DEPARTMENT.

CUSTOMS DUTIES COLLECTED ON PARCELS :

Year.	From United Kingdom.	From Canada.
1889	\$1,687.50	\$86.57
1890	2,185.83	110.66
1891	2,288.01	168.39
1892	3,592.99	144.34

During the year the Parcel Post system has been extended *via* England to embrace the following countries :—

British Colonies and Possessions generally (except Queensland), and to Argentine Republic, Austria-Hungary, Azores, Belgium, Beyrout, Bosnia, Bulgaria, Cameroons, Chili, Colombia, Congo Free State, Constantinople, Costa Rica, Danish West Indies, Denmark, Dutch East Indies, Egypt, Finland, France, French Colonies and Possessions, Germany, Greece, Herzegovina, Holland, Italy, Little Popo, Luxemburg, Madeira, Mexico, Norway, Novi Bazar, Portugal, Roumania, Samoa, Servia, Siam, Smyrna, Spain, Sweden, Switzerland, Tahiti, Tangier, Tonga, Tunis, Uruguay, and Zanzibar.

Postage Stamps, etc.—The total amount realized by the sale of postage stamps, cards, envelopes, and wrappers for the year has been \$35,540.30, being \$1,542.81 in excess of 1891.

Letters.—The total number of letters passed through this office during the year may be stated at 1,260,000, viz : 880,000 mailed within the colony, 145,000 received from the United Kingdom, and 235,000 received from Canada, the United States, and from other countries. Increase over 1890, 126,000 ; and over 1891, 60,000.

Dead Letters.—Eight thousand one hundred and ten letters were received at the Dead Letter Office, of which 4,516 were returned to countries of origin, and 1,937 returned to writers in Newfoundland ;

POSTAL DEPARTMENT.

395 were without signature, 272 returned as dead letters, and 990 to be dealt with ; the number of registered and property letters being 69, which were found to contain enclosures to the value of \$1,171.35.

Registration.—The following table shows the increasing business under this head :—

1889—Number of letters registered	22,592
1890—Number of letters registered	26,912
1891—Number of letters registered	30,797
1892—Number of letters registered	37,438

Ocean Mail Service.—The record of 1892, as of former years, exhibits great efficiency and remarkable regularity in this service as performed by the the Allan Line of steamers.

The substitution of Montreal for Halifax as the port of departure on certain dates interfered with the prompt despatch of mails from the Maritime Provinces and the United States for Newfoundland. Halifax is the most desirable port of departure in this connection. As in former reports of this department, attention must be again directed to the length of time between the arrival of the first mail steamer from England and the first despatch for Liverpool.

The *Nova Scotian* arrived here on the 23rd of April, the *Caspian* on the 4th of May, both from Liverpool ; whereas the *Nova Scotian* did not sail until the 11th of May, this being the first mail last spring by the Allan steamers for England. The lengthened break between the two events interfered with correspondence, causing considerable inconvenience, especially to those engaged in commercial pursuits.

It is desirable a mail should be despatched for the United Kingdom the week following the arrival of the first mail from England.

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Memorandum of sailings of Allan Steamers from Liverpool and arrivals at St. John's, season 1892.

Name of steamer.	Date of sailing from Liverpool.	Date of arrival at St. John's.	Time.		
			Hour.	Minutes.	A.M. or P.M.
Nova Scotian	April 12	April 20			Noon.
Caspian	April 26	May 4			"
Carthaginian	May 10	May 19	8		P.M.
Nova Scotian	May 24	June 1	2		A.M.
Assyrian	June 7	June 14			Md'ght
Carthaginian	June 21	June 29	8		P.M.
Nova Scotian	July 5	July 13	5		"
Assyrian	July 19	July 27	6		A.M.
Carthaginian	Aug. 2	Aug. 10	1		"
Caspian	Aug. 16	Aug. 24	7		"
Assyrian	Aug. 30	Sept. 8	2		P.M.
Carthaginian	Sept. 13	Sept. 22	10		"
Caspian	Sept. 27	Oct. 5	1		A.M.
Assyrian	Oct. 11	Oct. 20	11		"
Carthaginian	Oct. 25	Nov. 5	1		"
Mongolian	Nov. 8	Nov. 16	7		"
Assyrian	Nov. 22	Dec. 1	9		P.M.
Carthaginian	Dec. 6	Dec. 14	1		"
Mongolian	Dec. 20	Dec. 29	3	30	"
Assyrian	Jan. 3, 1893	Jan. 12, 1893	9		A.M.

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Memorandum of sailings of Allan steamers from Canada and arrivals at St. John's, season 1892.

Name of steamer.	Port of sailing.	Date of sailing.	Date of arrival at St. John's.	Time.		
				Hour.	Minute.	A.M. or P.M.
Nova Scotian	Halifax .	May 9	May 11	4 . .		P.M.
Circassian	Quebec .	May 29	June 1	12 30		"
Carthaginian	Halifax .	June 6	June 8	3 30		"
Nova Scotian	Halifax .	June 20	June 22	10 20		A.M.
Caspian	Halifax .	July 4	July 6	9 30		"
Carthaginian	Halifax .	July 18	July 20	1 . .		P.M.
Nova Scotian	Halifax .	Aug. 1	Aug. 3	1 30		"
Assyrian	Halifax .	Aug. 15	Aug. 17	11 . .		"
Carthaginian	Halifax .	Aug. 29	Aug. 31	7 30		A.M.
Caspian	Halifax .	Sept. 12	Sept. 14	12 30		P.M.
Assyrian	Montreal.	Sept. 20	Sept. 25	8 . .		"
Carthaginian	Montreal.	Oct. 6	Oct. 10	2 20		A.M.
Caspian	Halifax .	Oct. 24	Oct. 26	11 30		"
Assyrian	Montreal.	Nov. 3	Nov. 7	10 . .		P.M.
Carthaginian	Montreal.	Nov. 18	Nov. 22	11 35		A.M.
Mongolian	Halifax .	Dec. 5	Dec. 7	7 45		"
Assyrian	Halifax .	Dec. 19	Dec. 21	2 30		P.M.
Carthaginian	Halifax .	Jan. 2, 1893.	Jan. 4, 1893.	11 . .		"
Mongolian	Halifax .	Jan. 17, 1893.	Jan. 20, 1893.	9 . .		A.M.

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Coastal Mail Service.—This service was performed by the steamships *Virginia Lake*, north, and the *Windsor Lake*, west, until the arrival of the *Grand Lake*, when the west route service was assumed by the latter on the 20th of September and splendidly performed for the remainder of the season. The *Grand Lake* is far in advance of any steamer previously employed on the coastal service, being 560 tons net, 890 tons gross. Lighted with electricity, every part of the ship can be illumined at a moment's notice. A powerful search-light also will be found of great use during dark nights, particularly in making harbors. Her state-room capacity will accommodate 75 first-class passengers, the fittings being all modern, with patent wash-basins. The saloon is the whole breadth of the vessel, capable of seating about 80 persons comfortably.

There is also provided a handsome music-room, having a library and an excellent piano. Everything gives promise of a successful future to this fine, well-equipped steamship in the mail service.

Winter Foreign Service.—The Halifax service was performed by the S. S. *Virginia Lake*, commencing on the 22nd of January, making seven round voyages. This service was performed with the regularity which has distinguished it in the past.

Mails by the Red Cross Line.—The steamships *Portia* and *Miranda* have regularly carried mails to and from Halifax; twenty mails were despatched and twenty-six were received during the year. The mail service performed by the *Portia* and *Miranda* is much appreciated by the public generally, and is of decided benefit to the country.

Labrador Mail Service.—The S. S. *Lady Glover* made the first four round trips between Battle Harbor and Nain; the S. S. *Windsor Lake* completing the service by making three round trips, ending Nov. the 19th. The toiling fishermen and sailors on this desolate and extended coast were cheered and comforted by a visit from Dr. Wilfrid Grenfell in the Mission Hospital Ship *Albert*, fitted out and equipped by philanthropists in England. The result of this visit, it is hoped, may be that three or more hospitals may be erected and furnished at points to be selected, where sick or injured persons may be nursed and tended by skilled physicians during the fishing season. The good results of these wise and charitable provisions cannot be computed.

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The steamship Harlaw.—This vessel has been of great service to the west coast, and maintained, as in former years, fortnightly voyages between Halifax, Cape Breton, and Newfoundland ; calling at Channel, and from thence to Codroy, Bay St. George, Bay of Islands, and Bonne Bay, intermediate trips being extended to Flower's Cove in the Straits of Belle Isle.

S. S. St. Pierre.—An arrangement was made by the Government that this steamer should extend her fortnightly voyages between Halifax and the Island of St. Pierre, Miquelon, to Placentia, there connecting with the Placentia Railroad. This service was commenced from Halifax on the 29th of August, and arriving at Placentia on the 2nd of September, eight fortnightly trips being performed during the season. Unquestionably this service will grow in favor and be appreciated, especially by passengers who are troubled with that peculiar sensation at sea which cannot be described, and must be felt to be realized.

Steamship Havana.—This steamer was subsidized by the Government to convey mails between Halifax and Newfoundland, connecting at Channel, and thence to Placentia, calling at Rose Blanche, LaPoile, Burgeo, Gaultois, Harbor Briton, Grand Bank, Fortune, St. Lawrence, Burin, and other two ports in Placentia Bay. The service was commenced on the 26th January, but the *Havana* requiring further fittings, was withdrawn until the 7th of December, when the regular service was commenced, which is intended to be fortnightly, winter months inclusive. This steamer supplies the missing link in the mail service on the southwest coast.

Placentia Bay Service.—The S.S. *Alert* took the place of the steamship *Hercules* after the 30th of June, and has performed the service in a satisfactory manner. A change was made in the route omitting Fortune and Grand Bank, which are now connected with the *Alert* by a courier from Grand Bank.

An' obstruction.—The unfinished state of the Bay l'Argent road from Baie Harbor, delays the despatch of mails to Fortune Bay by this route ; and will continue to do so, and prevent passenger traffic, until this highway has been rendered passable by wheels.

Sailing Packets.—As was premised in last report, the progress in

POSTAL DEPARTMENT.

the construction of the Hall's Bay railway, hereafter referred to, dispensed with the services of Mr. Seward's packet from Shoal Harbor to Heart's Content; and of Mr. Milley's packet from New Perlican to Trinity. The only packets now employed are:—Grandy's from Bay l'Argent to Belloram, St. Jacques, and intermediate mail ports; White's packet from Harbor Briton to English Harbor, Sagona, and Garnish; and Tibbo's packet from Harbor Briton to Cape La Hune and intermediate ports.

The service performed by those sailing packets would be efficiently and regularly carried out by a small steamer plying from Bay l'Argent to Cape La Hune. The time has now come when this change might be adventured.

Hall's Bay Railroad.—Mails were dispatched by this conveyance, extending north as the construction of the road progressed. The first regular mail under the charge of a post office official was despatched on the 30th of November, 1892, extending to Gambo with mails for all intermediate post offices along the line. This service being, for the present time, bi-weekly. Mr. H. F. Shortis was appointed mail officer on the Hall's Bay train, but owing to family bereavement it was necessary to appoint another in his place for a few weeks, the duties being temporarily performed by Mr. Michael F. Aylward of the General Post Office. New contracts have been entered into for the conveyance of bi-weekly mails for Random and Smith's Sounds, and for Trinity, Bonavista, King's Cove and neighborhood; weekly mails being arranged to connect with the train—for Salvage and Greenspond, and post offices in Bonavista Bay, and from Greenspond to Cape Freels, Musgrave Harbor, Rocky Bay, and intermediate offices. Connecting at Gambo, the overland northern mails will be conveyed by couriers to Fogo district, Exploits, Twillingate, Botwoodville, Little Bay, Tilt Cove, and adjacent offices.

Notre Dame Bay Service.—Railway trains will cross the head of Gander River early next summer at a point within twenty-five miles of Gander Bay, and will subsequently extend to Norris' Arm at the head of Exploits River.

The mail service would be greatly improved by the employment of a small steamer to connect with the train by couriers to the points

POSTAL DEPARTMENT.

named. Were this facility perfected, bi-weekly mails could be delivered throughout Notre Dame Bay.

The expenditure for the employment of such a steamer should be comparatively small, while the service would at once be so greatly improved as to warrant the recommendation that a suitable steamer may be placed on this route.

West Overland Winter Service.—After the 30th January, 1892, mails were landed at Channel and conveyed thence by couriers to Codroy, Bay St. George, Bay of Islands, Bonne Bay, Flower's Cove in the Straits of Belle Isle, and to Englee in White Bay; thus, with the northern winter service, circuiting the island.

Labrador Winter Mails.—As in former years, three mails were despatched from St. John's *via* Quebec, to Blanc Sablon, Battle Harbor, Cartwright and Rigolette, Labrador.

Railway Travelling Post Office.—The Hall's Bay railway will be furnished next summer with a well-equipped postal car, enabling the official in charge to handle all mail matter in a satisfactory manner. It is desirable the Harbor Grace train should be improved in this respect, the present accommodation being found unsuited and too contracted. The Placentia train has rendered excellent service in expediting mails connected with the coastal steamer, and with mail steamers *St. Pierre* and *Havana*.

Rates of Postage with Canada.—Communication was exchanged between the Department and the Postmaster General at Ottawa with a view to equalize rates to correspond with those operating between Canada and the United States and throughout Canada. The response was not satisfactory. In view of the large sum annually paid by the public of this country for insufficiently prepaid postage, it is very desirable uniform rates should operate between Canada and Newfoundland. It is hoped negotiations may be continued until this consummation shall have been attained; and that corresponding rates may speedily be in operation between Newfoundland and the United States.

Post Office Inspector.—Valuable services were rendered by the Inspector during the year, particularly in the instruction given to distant officials, and by reporting defects and irregularities in offices which had

POSTAL DEPARTMENT.

seldom been visited or inspected. In January, the offices in Ferryland district were all visited ; in August and September the offices on the west coast and as far as Flower's Cove in the Straits of Belle Isle, and the south coast from Channel to Fortune Bay, inclusive, were inspected. In September, the Inspector visited and reported on the offices in Bonavista Bay ; and in October he visited nearly all the offices in Notre Dame Bay and White Bay. Last year the offices in Placentia, Conception, and Trinity Bays and in Bay-de-Verde district were inspected. Thus, in two years the Inspector has circuited the island, reporting on the condition of all the offices within his reach, and submitting a large amount of information, which, without such visits, could not have been furnished to the Department.

The results have been to correct abuses and irregularities, and to better equip the offices. Reference is made by the Inspector to the improvements in the offices at Placentia, Harbor Grace, Carbonear, and Twillingate, and to minor improvements in many other instances. He also mentions the lengthened services of certain officials extending over forty years ; in one instance the postmistress being absent from her office during a period of all that time only once ; and then the Inspector reflects on the small salaries provided for officials who have devoted their lives to the service.

The Inspector attaches importance to the completion of the road between Plate Cove and Indian Arm, a distance of five miles, which, if accomplished, would enable the Department to forward mails to King's Cove and neighborhood, *via* Clode Sound and Brooklyn, instead of *via* Shoal Harbor and Trinity. This change is urged by the residents of these localities who have petitioned praying that mails for King's Cove, Plate Cove, &c., may be sent *via* Clode Sound and not *via* Trinity.

Increased Salaries.—The justness of the application of officials in the General Post Office for larger salaries has so much to commend it that it is confidently believed the response will be favorable as soon as the matter is considered on its merits.

The establishment of weekly and bi-weekly mails so generally calls for a revision of salaries of outport officials, the allowances in many instances being much too low before the increased duties of more fre-

POSTAL DEPARTMENT.

quent mails were imposed. The urgency of this matter is recommended to the favourable consideration of the Legislature.

Lost Registered Letters.—It has to be reported that six registered letters were lost during the year, all of which were said to contain money. Strict inquiry was instituted to bring home to the guilty parties their sneak-thief meanness, without success, although in two of the more important cases the area within which the theft must have occurred was limited. Full particulars of these letters will be found in this report.

The Staff.—It affords pleasure and satisfaction to record that harmony and good feeling continues to exist among the members of the staff, and that punctuality and assiduity have, generally, been observed by the officials.

Sadly the record is made that death has again entered the ranks of the staff, removing the second and third clerks. Mr. John Higgins, third clerk, died on the 25th of April, having served twenty-one years in the department; Mr. John Freeman, second clerk, died suddenly on the 13th of October, after a prolonged service of forty-five years.

Steamer for Fortune and Hermitage Bays.—The three packets presently employed should be supplanted by a small steamer plying between Cape LaHune and the "bottom" of Fortune Bay. The service as performed by the sailing packets is without regularity, and less useful on this account.

In this connection the Bay l'Argent mail road must again be referred to, respecting which Mr. Inspector Devereux reports as follows: "The walk across from Baine Harbor to Bay l'Argent was by far the most difficult bit of travelling I have yet encountered. The road is badly surveyed, to begin with. The country is very hilly, and the road in most places, instead of avoiding the hill or going round it, faces boldly straight up one side and down the other. A forest fire devastated the Bay l'Argent side this summer, destroying all the tilts, bridges, &c., and the freshet of August 21st completed what the fire had left undone in the work of destruction. In its present state a horse, even without a waggon of any kind, could not get over this road, and the courier is obliged to carry the heavy bag strapped with ropes to his back."

POSTAL DEPARTMENT.

No further proof is necessary to show that this road will not be made serviceable to the conveyance of mails under the system of expenditures pursued in the past. Were the importance of the road considered, its completion would not longer be delayed. A good waggon-road from Baine Harbor to Bay l'Argent, with the S. S. *Alert* and her obliging master, Captain Bonia, in charge, would make this route attractive to tourists and pleasure-seekers, as well as to those engaged in commercial pursuits.

By consolidating four years 'ordinary grants' and the employment of a practical superintendent, the road could be placed in a satisfactory condition early next summer. It is hoped that there may be no further delay in having this highway made fit for wheel traffic.

Ferryland to Horse Islands.—Mr. Inspector Devereux, in his report, represents the necessity of a ferry from Coachman's Cove or from LaScie to Horse Islands, distance fifteen miles, the probable cost of which would be eighty dollars for eight months, from May to the 31st of December. At present mail-matter remains in the office at Coachman's Cove month after month, until a casual opportunity may offer to forward the same.

Post Offices.—Whilst reporting the opening of twelve new offices, no less than ten were closed during the year as being unnecessary and confusing.

The Great July Fire.—The conflagration on the 8th July, originating at the head of Long's Hill extending south to the water of the harbor near Beck's Cove and thence east to Hoylestown, destroyed more than half the buildings in the city, including three-fourths of the commercial premises on Water Street, with the stores and wharves attached. One of the immediate consequences of the fire was the difficulty in finding addresses in the city delivery of mail matter. A new Directory will be required when the city has been rebuilt, which will not be long delayed if the present rate of rebuilding continues: over 850 houses being now completed or in course of erection.

The World's Columbian Exposition.—The Washington Postal Department having requested that Newfoundland would contribute postal exhibits for the Great Exposition to be held at Chicago from

POSTAL DEPARTMENT.

May the 1st to October the 31st, 1893, a small selection has been prepared, which will be forwarded direct to New York, regret being felt that the fire in July necessarily limits the Newfoundland exhibit to very small proportions.

I have the honor to be,

Your Excellency's obedient servant,

J. O. FRASER,

Postmaster-General.

GENERAL POST OFFICE, St. John's, N.F.,
31st December, 1892.

POSTAL DEPARTMENT.

Statement shewing the Gross Revenue collected at the several Post Offices in Newfoundland in Postage and for Postage Stamps sold during the year ended 31st Dec., 1892.

Name of Post Office.	Postage collected.	Stamps sold.	Totals.
Bay Bulls	\$14 79	\$133 27	\$148 06
Bay of Islands	5 79	176 00	181 79
Bay Roberts	61 32	559 50	620 82
Blackhead	28 77	95 14	123 91
Bonavista	16 47	268 19	284 66
Bonne Bay	11 85	211 39	223 24
Botwoodville	4 61	97 66	102 27
Brigus	48 82	716 65	765 47
Burgeo	9 94	238 15	248 09
Burin	14 47	61 76	76 23
Cape Broyle	8 03	126 80	134 83
Carbonear	92 98	921 00	1,013 98
Catalina	14 44	156 53	170 97
Channel	18 29	338 10	356 39
Exploits	4 58	148 46	153 04
Ferryland	10 44	165 00	175 44
Fogo	21 06	209 00	230 06
Grand Bank	14 43	182 00	196 43
Greenspond	8 09	221 71	229 80
Harbor Britain	17 25	268 00	285 25
Harbor Grace	153 28	2,015 00	2,168 28
Heart's Content	35 97	579 03	615 00
LaPoile	4 00	82 85	86 85
Little Bay	20 54	146 00	166 54
Pilley's Island	9 15	171 02	180 17
Placentia	35 56	384 00	419 56
Rose Blanche	10 35	149 94	160 29
St. George's	14 11	199 50	213 61
Spaniard's Bay	47 90	204 70	252 60
Tilt Cove	9 82	318 00	327 82
Trinity	17 78	262 50	280 28
Twillingate	26 93	377 05	403 98
Whitbourne	14 13	542 58	556 71
St. John's and other offices	1,380 24	24,813 82	26,194 06
Totals	\$2,206 18	\$35,540 30	\$37,746 48

POSTAL DEPARTMENT.

The Postmaster General of Newfoundland in account with

1892.	DR.	
Jan'y 1—To balance from 1891.....		\$523 50
Dec. 31—“ postage on correspondence per British and American packets during the year.....	\$1,168 20	
“ Inland postage for the year.....	783 58	
“ Postage on way and loose letters.....	243 11	
“ Postage on unpaid letters for city delivery, St. John's.....	11 29	
	<hr/>	2,206 18
“ amount of postage stamps, post cards, envelopes and wrappers sold during the year.....		35,540 30
“ amount of rent from box-holders, St. John's.....	542 25	
“ amount of rent from box-holders, Harbor Grace.....	29 44	
“ amount of rent from box-holders, Carbonear.....	33 12	
“ amount of rent from box-holders, Twillingate.....	6 50	
	<hr/>	611 27
“ amount of commission on money orders.....		2,540 00
“ amount of poundage on postal orders.....		70 43
“ amount of sea postage, United States, 1891.....	719 28	
“ amount of sea postage, United States, 1892.....	721 16	
“ amount of sea postage, Canada, '91.....	2,785 76	
	<hr/>	4,226 20
“ amount of postage on parcels, Canada, 1891.....	18 94	
“ amount of postage on parcels, U. Kingdom, 1892.....	505 40	
	<hr/>	524 34
		<hr/> <hr/>
		\$46,242 22

GEO. LEMESSURIER, *Accountant.*

POSTAL DEPARTMENT.

the Local Government, year ended 31st day of Dec., 1892.

1892.	CR.	
Dec. 31—By amount paid Receiver General the year		\$44,000 00
“ amount of postage on returned letters	\$253 89	
“ amount of postage on official correspondence during the year	134 61	
“ amount paid for special mail service and incidental expenses, the year	223 58	
“ amount of postage stamps sent to offices of the Universal Postal Union	44 34	
“ amount of discount on stamps sold during the year	1,213 12	
“ amount paid for keys given up	4 50	
	1,874 04	
Balance to 1893 account		368 18

\$46,242 22

J. O. FRASER, *Postmaster General.*

POSTAL DEPARTMENT.

Statement of amounts paid to Postmasters, Clerks, and Assistants during the year ended 31st Dec., 1892.

Name of office.	Officer's name.	Amount.	Service.
G. P. O., St. John's	James O. Fraser . .	\$2,200 00	Postmaster-General.
	Geo. LeMessurier.	1,200 00	Chief Clerk & Acct.
	John Freeman	750 00	2nd Clerk, deceased .
	John Higgins	340 00	3rd Clerk, deceased
	Edward Devereux.	1,000 00	Post Office Inspect'r
	G. W. LeMessurier	650 00	Asst. Accountant.
	James Campbell . .	657 50	2nd C. & Des. officer
	John W. Kinsella .	640 00	Third Clerk.
	Arthur W. Martin .	100 00	1st Desp'ing officer.
	Alex. Ewing	600 00	2nd ditto
	Geo. T. Thompson	550 00	Registration Clerk.
	Chas. D. DuTot . .	600 00	Parcel Post Clerk.
	John H. Clark	500 00	Assistant Clerk.
	M. F. Aylward . . .	417 00	"
	Hector Fraser	300 00	"
	Clement Alcock . .	209 00	"
	John F. Newman .	301 50	Letter Carrier.
	John C. Mesher . .	260 00	"
	Hezekiah Hines . .	230 00	"
	William White	230 00	"
	Henry Brownrigg.	200 00	"
	John Parrell	200 00	Stamper.
	Michael Connors . .	200 00	Messenger.
Isaac J. Evely . . .	280 00	Fireman.	
E. LeMessurier . . .	120 00	Office Keeper.	
Money Order office	Henry B. Dryer . .	945 00	Superintendent.
	George B. Lloyd .	680 00	Clerk.
	Herbert Noel	290 00	Assistant Clerk.
Railway T. P. O. . .	James Cox	600 00	Mail Clerk.
	James Coughlan . .	600 00	"
Coastal T. P. O., N	Robert Symth	425 00	"
Coastal T. P. O., W	William Campbell.	295 00	"
Hall's Bay Line . .	Henry F. Shortis .	50 00	"
		\$16,620 00	

POSTAL DEPARTMENT.

Statement of amounts paid to Postmasters, Clerks and Assistants (continued).

Name of Office.	Postmaster's Name.	Amount.
Adam's Cove	John Evans	\$16 00
Amherst Coves	Thomas Ford	10 00
Anchor Point	William Genge	10 00
Anderson's Cove	James Thornhill	10 00
Aquaforte	Henry Windsor	24 00
Baine Harbor	Eli Gardner	20 00
Bald Nap	William Gulliford	10 00
Bareneed	G. Payne and J. Richards	20 00
Barron's Island	Eliza Shea	10 00
Bay Bulls	Martin Burke	100 00
Bay-de-Verde	Stephen Blundon	24 00
Bay-du-Nord	Thomas Farrell	10 00
Bay l'Argent	Harriet Grandy	25 00
Bay of Islands	William H. Bagg	80 00
Bay Roberts	D. G. Fraser	200 00
Beau Bois	George Dober	10 00
Belle Isle	Matthew Jackman	10 00
Belloram	Julia Cluett	40 00
Benoit's Cove	James S. Evitt	10 00
Birchy Head	Henry Halfyard	10 00
Bird Island Cove	Arthur Tilley	10 00
Bishop's Cove	Herbert Barrett	12 00
Blackhead	John C. Moores	60 00
Black River	A. M. Blackadar	10 00
Bonaventure	Sarah A. Field	20 00
Bonavista	Jabez Saint	140 00
Bonne Bay	John R. Roberts	80 00
Boot Harbor	Clara Belle Thistle	12 50
Botwoodville	Jacob Bendell	24 00
Boxey	Clara Miles	10 00
Branch	John W. English	16 00
Brent's Cove	John Carroll	10 00
Brigus	Sarah Stentafor	260 00
Britannia Cove	Pierce Currie	40 00
British Harbor	Arthur Gardner	16 00

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Statement of amounts paid to Postmasters, Clerks, and Assistants (continued).

Name of office.	Postmaster's name.	Amount.
Broad Cove, Bay-de-Verde.	Jabez LeGrow	\$24 00
Broad Cove, Bonavista	Patrick Lawton	10 00
Broad Cove, Trinity	James Pilley	10 00
Brooklyn	M. D. Stares	40 00
Brunette	Ambrose Thornhill	10 00
Burgeo	John C. Cunningham	100 00
Burgeo, Placentia Bay	James Chambers	10 00
Burin	Thomas Winter	160 00
Burin North	Julia O'Neil	22 50
Burnt Bay	Nathaniel Turner	10 00
Burnt Islands, Bonavista	G. Kelly and John Kane	7 50
Burnt Islands, Rose Blanche . . .	P. Brock and Arthur Watts . . .	16 00
Burnt Point	Thomas Tucker	16 00
Cape Broyle	Martin Cashin	40 00
Cape Freels	William Hann	10 00
Cape LaHune	Robert Keeping	12 00
Cape Norman	John Brewer	10 00
Cape Ray	William Poole	10 00
Caplin Bay	William Johnson	20 00
Caplin Cove	George P. Garland	10 00
Carbonear	Tryphena Nicholl	330 00
Catalina	Joseph Guy	70 00
Cat Harbor	Henry Robbins	10 00
Cat's Cove	Thomas O'Brien	10 00
Chance Cove	Solomon Miller	
Change Islands	Justinian Dowell	20 00
Channel	Nathan Smith	160 00
Chapel Cove	James Hawco	10 00
Charlottetown	Charlotte Spracklin	10 00
Clarenceville	Janet Tilley	3 00
Clarke's Beach	Susanna Newell	10 00
Coachman's Cove	William Breen	16 00
Codroy	John Gillis	16 00
Coley's Point	Selina French	20 00
Colliers	John Cole	10 00

POSTAL DEPARTMENT.

Statement of amounts paid to Postmasters, Clerks, and Assistants (continued).

Name of Office.	Postmaster's Name.	Amount.
Colliers' Bay Cove	Uriah Thorn	\$10 00
Conception Harbor	M. O'Toole & John Harmon	24 00
Conche	Kate Dower	30 90
Connaigre	Sarah Harris	10 00
Coomb's Cove	Margaret Fiander	10 00
Cottell's Island	Daniel Turner	12 00
Cow Head	John Payne, jr	10 00
Crabb's Brook	Mrs. J. Pike	10 00
Current Island .....	.....	2 50
Dildo	Mrs. Emma Moore	20 00
Elliott's Cove	Aaron Smith	10 00
Englee	Charles Hopkins	10 00
English Harbor, Trinity	Henry George Batstone	12 00
English Harbor, west	William Evans	20 00
Exploits	Thomas A. Winsor	60 00
Fair Island	James Brown	10 00
Fermeuse, north side	William Trainor	24 00
Fermeuse, south side	John O'Shaughnessey	10 00
Ferryland	John Morry	100 00
Flat Islands, Bonavista	Mrs. Hannah Sampson	10 00
Flat Islands, Burin	Henry W. Crann	16 00
Flat Rock	James Burke	5 00
Flower's Cove	Henry Norman	24 00
Fogo	Ambrose Fitzgerald	160 00
Fortune	John E. Lake	50 00
Fortune Harbor	Richard Hamilton	20 00
Fox Cove	Mrs. Alice Fewer	10 00
Fox Harbor, Placentia	Bridget Duke	10 00
Fox Harbor, Trinity	Eliza Seward	16 00
Freshwater	William S. Davis	10 00
Freshwater road	Anne Thorpe	10 00
Gambo	Simeon Osmond	40 00
Gander Bay	James Rowsell	10 00
Gargamelle	William Langdon	10 00
Garnish	Sabina Grandy	24 00

POSTAL DEPARTMENT.

Statement of amounts paid to Postmasters, Clerks, and Assistants (continued).

Name of Office.	Postmaster's name.	Amount.
Gaultois	Richard Bradshaw	\$40 00
George's Brook	Charles Pelley	10 00
George's Town	George Chalker	10 00
Glover Town	Elijah Burry	10 00
Goosebery Island	Ambrose Jeans	10 00
Grand Bank	George R. and J. Forsey	80 00
Grand River Gut	John Doyle	30 00
Grates Cove	William H. Meadus	12 00
Gravels	Julia McDonald	16 00
Great Burin	Benjamin Hollett	10 00
Great Codroy	James Downey	12 00
Green's Harbor	Miss Mitcham	12 00
Greenspond	William Lang	120 00
Grey Islands	James Breen	10 00
Griguet	Mark Alcock	20 00
Grole	John T. Jackman	10 00
Hall's Bay	M. Curtis and Geo. Clark	10 00
Hall's Bay Railway	Geo. W. Gushue	
Hant's Harbor	John A. Seeley	40 00
Happy Adventure	James Handcock	10 00
Harbor Britain	Tryphena Birkett	200 00
Harbor Buffett	Thomas E. Collett	24 00
Harbor Deep	Leander Rowsell	5 00
Harbor Grace	A. T. Drysdale (postmaster)	450 00
.....	John Foley (clerk)	300 00
Harbor Main	Johanna Ezekiel	50 00
Harbor Mille	E. G. Collins & Mrs. Barnes	10 00
Harry's Harbor	Robert Upwards	10 00
Hatchet Cove	Eliab Robbins	10 00
Hauling Point	James Y. Sparks	10 00
Haystack	William Coffin	10 00
Head of Fortune Bay	Abigail Miles	10 00
Heart's Content	George Moore	180 00
Heart's Delight	Samuel Humphries	10 00
Heart's Desire	Fanny Lahey	10 00

POSTAL DEPARTMENT.

Statement of amounts paid to Postmasters, Clerks, and Assistants (continued).

Name of Office.	Postmaster's Name.	Amount.
Hermitage Cove	Martha Frances	\$24 00
Herring Neck	Emily Day	50 00
Hickman's Harbor	Joseph Pilley	16 00
Hodge's Cove	James Drover	10 00
Holyrood	Ellen Veitch	50 00
Holyrood, St. Mary's	Maggie St. Croix	12 00
Indian Arm	Edward Humby	10 00
Indian Islands	Elizabeth Collins	10 00
Inner Island	Moses Davis	12 00
Ireland's Eye	Thomas Cooper	10 00
Iron-bound Island	Thomas Walsh	3 00
Island Cove	Nathaniel Crane	24 00
Jackson's Arm	Belinda Peddle	5 00
Jackson's Cove	Henry Knight	10 00
Jersey Side	John Bradshaw	20 00
Joe Batt's Arm	Thomas Deady	10 00
Keels	Edward Penney	10 00
Kilbride	Edward Norris	10 00
Kelligrews	William Tilley	20 00
King's Cove	Patrick Murphy	80 00
Ladle Cove	Abraham Tulk	10 00
Lally Cove	Stephen Gould	10 00
Lamaline	James Pitman	30 00
LaManche	Henry A. Saunders	10 00
Lance Cove	A. John Brown	10 00
Lance Cove, Belle Isle	William Clements	10 00
LaPoile	J. C. LeScelleur	40 00
LaPoile, Great Harbor	Francis Reid	76 00
Lark Harbor	Jonathan Sheppard	10 00
LaScie	Daniel P. Duggan	10 00
Lawn	Mrs. Susan Kerby	10 00
Leading Tickles	Uriah Martin	20 00
Lee Bight	Isaac Adey	10 00
Little Bay	Richard D. Walsh	200 00
Little Bay East	Susan Thornhill	10 00

POSTAL DEPARTMENT.

Statement of amounts paid to Postmasters, Clerks, and Assistants (continued).

Name of office.	Postmaster's name.	Amount.
Little Bay Island	Charlotte Wiseman	\$40 00
Little Bay Loading Wharf..	William Garland	60 00
Little Beaver Cove	Thomas Elliott	10 00
Little Codroy River	Alexander McIsaacs	2 50
Little Placentia	Alexander Burke	70 00
Lords Cove	Thomas Isaacs	10 00
Lower English Harbor	Annie and Martha Hackett.	10 00
Lower Island Cove	George Cooper	22 50
Manuels	Sarah Roache	20 00
Marystown	William Burfitt	10 00
Merasheen	Mary Hennessey	10 00
Mobile	Daniel Fitzgerald	12 00
Moreton's Harbor	Mark Osmond	20 00
Mose Ambrose	Bessie Petite	10 00
Mosquito	Mrs. Ann Wells	10 00
Musgrave Harbor	John B. Wheeler	30 00
Musgrave Town	Amy Brown	10 00
New Bay	Peter Moore	10 00
New Harbor	Thomas Newhook	24 00
Newman's Cove	Gilbert Tilley	10 00
New Perlican	Francis Howell	47 00
Nipper's Harbor	Benjamin E. Bailey	50 00
Norman's Cove	Lydia G. Elford	5 00
Northern Arm	Catherine Woodford	16 00
Northern Bay	Mary Hogan	16 00
Northern Bight	Rachel Benson	12 00
North River	Bridget Brian	12 00
North West Arm	Frederick Martin	10 00
Ochre Pit Cove	Bridget Perfect	16 00
Oderin	Mary Maddocks	24 00
Old Perlican	George Tuff	50 00
Open Hall	George Shears	24 00
Paradise	Patrick Haley	24 00
Pass Island	William Strickland	10 00
Peddleton	Frances Peddle	16 00

POSTAL DEPARTMENT.

Statement of amounts paid to Postmasters, Clerks, and Assistants (continued).

Name of Office.	Postmaster's Name.	Amount.
Perry's Cove	Rachel Kellaway	\$16 00
Petite Forte	Anna Maria Hayes	2 50
Petites	Eldred Gosse	10 00
Petty Harbor	Jacob Bishop	16 00
Pilley's Island	H. M. Herbert	24 00
Placentia	Emma Bradshaw	200 00
Plate Cove	John Chevers	10 00
Pool's Cove	Henrietta Williams	10 00
Pool's Island	Peter House	18 00
Port-de-Grave	Mrs. Butler	30 00
Portugal Cove	Martin Bolger	30 00
Pouch Cove	John B. Easterbrook	20 00
Presque	S. L. Sullivan	20 00
Pushthrough	Henry Camp	30 00
Rameo	William Collins	10 00
Ram's Island	David Fitzpatrick	10 00
Red Island	Patrick Dunphy	10 00
Red Head Cove	Morgan Rice	10 00
Rencontre, Fortune Bay	Catherine Giovanni	12 00
Rencontre, Hermitage Bay	Joseph Earle	12 00
Renews	Margaret Jackman	40 00
Riverhead, Harbor Grace	John Coady	50 00
Riverhead, St. Mary's	Edward Lee	10 00
Robinson's Bight	Elizabeth Pilley	10 00
Robinson's Head	Thomas W. T. Evans	10 00
Rose Blanche	Richard Furneaux	70 00
Russell's Cove	Mary J. Durdell	10 00
Sagona	Stephen Snooks	10 00
St. Ann's	Ann Denief	10 00
St. Anthony	Deborah Moore	24 00
St. Bride's	J. E. Conway	16 00
St. George's	Charles R. Bishop	120 00
St. Jacques	Mrs. J. Snelgrove	50 00
St. John's Central	Maria Rouse	75 00
St. John's, Garrison Hill	Miss Delaney	40 00

POSTAL DEPARTMENT.

Statement of amounts paid to Postmasters, Clerks, and Assistants (continued).

Name of Office.	Postmaster's name.	Amount.
St. John's East	Mrs. George Walsh	\$8 00
St. John's, King's Bridge	Richard F. Hayes	50 00
St. John's, Riverhead	H. Collis and F. H. Colyer	80 00
St. John's, Southside	Leah Taylor	44 00
St. Lawrence	M. Vavasseur	60 00
St. Leonard's	Annie J. Sullivan	5 00
St. Mary's	Patrick Walsh	60 00
Salmon Cove, Harbor Main	Edward Kennedy	40 00
Salmon Cove, Port-de-Grave	Mary J. Hussey	12 00
Salmon Cove, Trinity	Frederick Gabriel	20 00
Salmonier	Mary Carew	30 00
Salmonier, south	Mary Cormack	20 00
Salvage	James Burden	50 00
Scilly Cove	Jacob Hiscock	20 00
Seal Cove, Bonavista Bay	George Prince	10 00
Seal Cove, Harbor Main	William Morgan	10 00
Seal Cove, Trinity Bay	Jesse Buckler	10 00
Seal Cove, White Bay	Henry T. Robinson	10 00
Seldom-Come-By	P. Newell	10 00
Ship Cove	Mary Randall	10 00
Shoal Bay	Elias Jerritt	10 00
Shoal Harbor	James S. Butler	60 00
Shoe Cove	Emily Toms	10 00
Sound Island	P. Brown and A. Hollett	30 00
South side Harbor Grace	Archibald Noseworthy	64 00
South side St George's	Annie Morris	12 00
Snook's Harbor	William Smith	5 00
Spaniard's Bay	Leah J. Sheppard (Earle)	120 00
Spoon Cove	George M. Goddard	20 00
Stephenville . . . . .	. . . . .	2 50
Stock and Knight's Coves	Catherine Hynes	10 00
Summerside	Thomas Carter	10 00
Swain's Island	George Hann	12 00
Sweet Bay	Mark Walker	10 00
Thoroughfare	Thomas Mills	10 00

POSTAL DEPARTMENT.

Statement of amounts paid to Postmasters, Clerks, and Assistants (concluded).

Name of office.	Postmaster's name.	Amount.
Three Arms	J. B. Wells	\$10 00
Tickle Cove	Adam Skiffington	12 00
Tilt Cove	William Cunningham	100 00
Tilton	Stephen Gosse	10 00
Tilton Harbor	Martha Dwyer	12 00
Tizzard's Harbor	Joseph Osmond	10 00
Toad's Cove	Sarah Driscoll	16 00
Topsail	Joseph Moyse	20 00
Torbay	Margaret Gosse	23 00
Trepassey	James L. Murphy	50 00
Trinity	Mary R. Buchanan	200 00
Trinity East	Reginald Mills	36 00
Trouty	Frederick Gover	10 00
Turk's Cove	Mrs. Carberry	8 00
Twillingate	Josiah Colborne	180 00
Twillingate South	Rose Gillett and O. Hudder	10 00
Upper Gullies	Miss Baker	10 00
Upper Small Point	Grace Hayden	10 00
Valen Island	Lucretia Lockyer	20 00
Victoria Village	Sarah Powell	10 00
Western Arm, Rocky Bay	Matilda Parsons	10 00
Western Bay	Jane Kennedy	30 00
Western Cove	William Rice	10 00
Western Mail Boat	Michael Coffey	24 00
Western Point, LaPoile	Peter McDermott	10 00
Whitbourne	Lizzie Spracklin	60 00
White Rocks	Aaron Stone	10 00
Witless Bay	James Shanahan	30 00
Woody Island	James B. Williams	10 00
		\$26,289 00

GEO. LEMESSURIER,
Accountant.

J. O. FRASER,
Postmaster General.

POSTAL DEPARTMENT.

Statement of amounts paid to Contractors and others, for conveyance of Mails, year ended 31st Dec., 1892.

Route.	Contractor's name.	Amount.
Arnold's Cove and Railway	Jonathan Boutcher	\$2 40
Baine Harbor and Fox Cove	George Bamfield	120 00
Bay l'Argent and Belloram	Philip Grandy	660 50
Bay Roberts and Brigus	Adriel Hierlihy	170 00
Bay Roberts and Coley's Point	Stephen French	40 00
Bay Roberts and Port-de-Grave	John Andrews	160 00
Bay Roberts and Tilton Station	Moses Gosse	439 60
Beaubois and Marystown	M. Hunt	40 00
Beaver Cove and Gander Bay	Joseph Hoff	5 00
Birchy Head and Woody Point	George Hatcher	23 00
Bonavista and Catalina	J. Saint	3 00
Brigus and Cupids	Moses LeDrow	80 00
Brigus and Holyrood	P. Lamb	4 00
Brigus and Holyrood and Hr. Grace	James Strickland	8 00
Brigus and Salmon Cove Station	John Strickland	720 00
Brigus South and Main Road	John Battcock	16 00
Britannia Cove and Burgoyne's C'e	Matthew Pitcher	20 00
Brooklyn and Charlottetown	William Hussey	50 00
Brooklyn and James Cove	George Haines	20 00
Burin and Garnish	George Baker	96 00
Carbonear and Blackhead	Robert M. Hudson	17 00
Carbonear and Freshwater	William S. Davis	50 00
Carbonear and New Perlican	Joseph Peers	419 00
Carbonear and Western Bay	James Evans	220 00
Cartwright and Battle Harbor	James Fraser	24 00
Channel and Codroy	John Downey	152 00
Channel and Isle-aux-Morts	George LeFriend	72 00
Clarenceville and Railway	Moses Tilley	2 50
Coachman's Cove and Western C'e	William Breen	120 00
Colliers' B. & Chance C'e (Rantem)	Solomon Miller	60 00
Colliers' Bay and New Harbor	William Eldford	86 00
Coomb's Cove and Belloram	William Tuck	48 75
Coomb's Cove and St. Jacques	Edward Bartlett	32 50
Exploits and Dominion Point	Samuel Budgel	60 00
Exploits and Fortune Harbor	Matthew Arnold	9 00

POSTAL DEPARTMENT.

Statement of amounts paid to Contractors and others, for conveyance of Mails, year ended 31st Dec., 1892.

Route.	Contractor's Name.	Amount.
Exploits, Burnt Bay and Indian Arm	Alfred Purchase	\$105 00
Exploits and Twillingate	Henry Frampton	21 00
Fermeuse North and Riverhead.	Michael Rossiter	20 00
Fermeuse South and Riverhead.	Mary Green	12 00
Flowers Cove and Lance-au-Loup.	Henry Norman	30 00
Fogo and Change Islands	John King	80 00
Fogo and Indian Islands	Richard Haines	3 00
Fogo and Seldom-Come-By	Elizabeth Willis	50 00
Fogo and Tilton Harbor	Philip Coats	61 25
Fogo and Twillingate	Miller Brothers	24 00
Fortune and Lamaline	John E. Lake	2 00
Fortune Harbor and New Bay	Thomas Quirk	19 00
Fox Hr., Random and Nor'n Bight	Newman Benson	76 80
Fox Harbor, Random and Railway	Samuel Benson	51 00
Fox Harbor, Placentia and Railway.	William Duke	30 00
Gambo and Greenspond	John Pritchett	74 00
Gaultois and Hermitage Cove	Samuel Dowding	140 00
Glovertown and Troytown	Elijah Burry	14 00
Goulds and Petty Harbor	Emanuel Chafe	80 00
Grates Cove and New Perlican	George Howell	240 00
Great Burin and Step-aside	Benjamin Hollett	2 50
Greenspond and Cat Harbor	William Spurrell	100 00
Greenspond and Pool's Island	John Abbott	20 00
Griguet and Cape Norman	Henry Bowfish	24 00
Griguet and Cape Norman	George Saunders	78 00
Griguet and Flower's Cove	George Saunders	32 00
Griguet and Quirpon	John Guy	4 00
Hall's Bay and Little Bay	Charles Gellard	75 00
Harbor Britain and Burgeo	William Tibbo	800 00
Harbor Britain and Garnish	Thomas White	540 00
Harbor Britain and Hermitage Cove	John Harris	138 48
Hr. Grace, Brigus, Hr. Main and Carbonear	Robert Lahey	16 00
Harbor Grace and Carbonear	Robert Lahey	440 30
Harbor Grace and Railway	Robert Lahey	188 40

POSTAL DEPARTMENT.

Statement of amounts paid to Contractors and others, for conveyance of Mails, year ended 31st Dec., 1892.

Route.	Contractor's Name.	Amount.
Harbor Grace and Holyrood	Lahey and Lamb	\$14 70
Harbor Main and Conception Hr.	William Brick	192 00
Harbor Mille and head of Bay	Charles Barnes	48 00
Heart's Content and Hant's Harbor	Eliel Hopkins	117 00
Heart's Content and Shoal Bay	Thomas Faust	125 00
Hickman's Harbor and Clarenceville	Stephen Blundell	29 00
Holyrood and Salmon Cove	Garrett Walsh	5 00
Indian Arm and Clode Sound	Francis Stares	20 00
Brooklyn and Trinity	Francis Stares	184 00
Indian Islands and Seldom-Come-By	Charles Haines	2 00
Jersey Harbor and Little Bay	Charles White	8 00
Kelligrews and Railway	William Tilley	50 00
King's Cove and Bonavista	Thomas Ford	64 00
King's Cove and Plate Cove	Catherine Devine	132 00
Ladle Cove and Rocky Bay	Sampson Whelan	30 00
LaManche, P. B., and Railway	Stephen Bennett	3 60
Lark Harbor and Birchy Cove	Stephen Molbon	100 00
Lawn Ferry	Andrew Strong	24 00
Leading Tickles and Pt. Limington	William Butler	48 00
Little Bay West and Jersey Harbor	William Rose	16 00
Lower Island C'e and Bay-de-Verde	Joseph Turner	17 00
Musgrave Harbor and Greenspond or S. C. B	Abraham Tulk	240 00
New Hr. and Railway and Shoal B.	Edward Woodman	235 70
Nipper's Harbor and Three Arms	Thomas Snow	60 00
Northwest Arm and Stocking Hr.	Levi Shiner	6 00
Pass Island and Grole	James Fudge	27 60
Pilley's Island and Little Bay Isld.	H. M. Herbert	2 00
Placentia	Mrs. Wm. Ryan	200 00
Placentia and Branch	Pierce Burke	221 00
Placentia and Little Placentia	Alexander Burke	90 00
Placentia and Railway Station	Edward Sinnott	400 00
Renews and LaManche	John Fowler	440 00
Rose Blanche and Burnt Islands	William Hilliard	48 00
St. Bride's and Cape St. Mary's	L. Connors and J. E. Conway	14 00

POSTAL DEPARTMENT.

Statement of amounts paid to Contractors and others, for conveyance of Mails, year ended 31st Dec., 1892.

Route.	Contractor's Name.	Amount.
St. George's and Gravels	John Chinn	\$160 00
St. George's and Highlands	John McPherson	120 00
St. George's and South Side	Philip Morris	20 00
St. Jacques and Belloram	Julia Snelgrove	2 50
St. John's and Broad Cove	David Tucker	80 00
St. John's and Portugal Cove	Martin Bolger	100 00
St. John's and Pouch Cove	John B. Easterbrook	180 00
St. John's and Torbay	John Maguire	40 00
St. John's and Brigus	William Coughlan	80 00
St. John's and LaManche	William Coughlan	540 00
St. John's and Railway	William Coughlan	420 00
St. Kyran's and St. Leonard's	Thomas Sullivan	106 00
St. Lawrence and Lamaline	Henry Lake	84 00
St. Mary's and Holyrood, C.B	Mary Carew	800 00
St. Mary's and Peter's River	Daniel St. Croix	120 00
Salvage and Gambo	Patrick Daley	120 00
Salvage and Greenspond	James Burden	400 00
Salvage and Happy Adventure	William Thomas	10 00
Shoal Harbor and British Harbor	Joseph Pitman	224 00
Shoal Harbor and Brooklyn	Charles Clinch	8 00
Shoal Harbor and Heart's Content	Edmund Seward	720 00
Shoal Harbor and Trinity	Edmund Seward	50 00
Shoal Harbor and Hickman's Har.	Reuben Ivany	6 00
Shoal Harbor and Railway	James S. Butler	5 00
Sound Island and Newtown	Joseph Giles	18 00
Southern Bay and King's Cove	William Ryan	18 00
Southern Bay and Sweet Bay	William Ryan	25 00
Spaniard's Bay and Island Cove	Nathaniel Crane	100 00
Tickle Harbor Ferry	James Lynch	2 50
Tilt Cove and Harbor Round	Bryan Connell	100 00
Tilt Cove and Round Harbor	John Squires	26 00
Topsail and Railway	Joseph Moyse	80 00
Torbay and Flat Rock	James Burke	40 00
Trepassey and Portugal Cove	Daniel Leary	39 00
Trinity and Bonavista	Thomas White	180 00

POSTAL DEPARTMENT.

Statement of amounts paid to Contractors and others, for conveyance of Mails, year ended 31st Dec., 1892 (concluded).

Route.	Contractor's Name.	Amount.
Trinity and British Harbor	Robert Hiscock	60 00
Trinity and English Harbor	Henry Geo. Batstone	20 00
Trinity and King's Cove	George DeGrish	136 00
Trinity and New Perlican	John Milley	792 00
Trout River and Bonne Bay	George Wight	15 00
Twillingate and Exploits	Joseph Harbin	4 00
Twillingate and Moreton's Harbor	Henry Pearce	80 00
Twillingate and South Side	George Gillett	20 00
Western Bay and Bay-de-Verds	Samuel Perfect	257 00
Blackhead and Lower Island Cove	Samuel Perfect	17 00
Telegram	A. J. Fitzgerald	25
Western Cove and Jackson's Arm	William Rice	28 00
		\$17,308 83

GEO. LEMESSURIER,
Accountant,

J. O. FRASER,
Postmaster General.

POSTAL DEPARTMENT.

Statement of amounts paid for conveying Mails in the Northern Districts, the Districts of St. George's and St. Barbe's, and on the Labrador Coast, during the Winter Season '92.

Route.	Contractor's name.	Amount.
Broad Cove Station and Shoal Hr.	Edward Woodman...	\$800 00
Shoal Harbor and Gambo.....	James S. Butler.....	490 00
Glovertown and Salvage.....	Albert Stroud.....	50 00
Salvage and Gooseberry Islands...	James Daley.....	80 00
Gambo and Greenspond.....	John Pritchett.....	168 00
Gambo and Gander Bay.....	Gillingham & Co.....	300 00
Gambo and Fogo.....	Hodders & Gillingham	240 00
Gander Bay and Twillingate.....	Roberts & Harbin...	140 00
Gander Bay and Botwoodville.....	John Payn & Co.....	210 00
Botwoodville and Little Bay.....	George Gellard & Co.	210 00
Little Bay and Tilt Cove.....	Toms & Fleming.....	168 00
Change Islands and Beaver Cove..	Thomas W. Day.....	14 00
Change Islands and Southern End.	John King.....	10 00
Indian Islands and Fogo.....	Richard Haines.....	8 00
Twillingate and Fogo.....	Blackmore & Newman	54 00
Twillingate and Herring Neck...	Charles Hayter.....	20 00
Twillingate and Exploits.....	S. Newman and E. Col- borne.....	120 00
Exploits and Dominion Point.....	Henry Frampton.....	56 00
Exploits and Little Bay.....	Samuel Budget.....	210 00
Leading Tickles and Pt. Limington.	William Butler.....	12 00
Northwest Arm and Western Cove.	James Y. Sparks.....	90 00
Awaiting return mail at Bonavista.	Thomas White.....	12 00
Awaiting return mail at King's C'e.	George DeGrish.....	12 00
Rent, fuel, and light, Fogo.....	A. Fitzgerald.....	20 00
Rent, fuel, and light, Twillingate..	J. Colborne.....	20 00
Rent, fuel, and light, Glovertown..	E. Burry.....	20 00
Building tilts, Gambo to Gander B.	George Gillingham...	26 00
Building tilts, N. W. Arm to Nip- per's Harbor.....	Patrick Findlay.....	15 00
Blanc Sablon and Battle Harbor ..	Pierre Lanchon... ..	90 00
Battle Harbor and Cartwright ...	Thomas McDonald...	90 00
Cartwright and Rigoulette.....	.....	40 00
<i>Forwarded</i> .....	.....	\$3,795 00

POSTAL DEPARTMENT.

Statement of amounts paid for conveying Mails in the North-Districts, the Districts of St. George's and St. Barbe's and on the Labrador Coast, Winter Season '92 (concluded).

Route.	Contractor's Name.	Amount.
<i>Brought forward</i>		\$3,795 00
Channel and St. George's.....	William Blanchard ...	315 00
Grand River and Codroy.....	John Gillis.....	10 50
St. George's and Bonne Bay.....	Adolphe Garnier.....	240 00
Bonne Bay and Gargamelle.....	James Kelly?.....	136 00
Gargamelle and Flower's Cove....	William Langdon....	99 00
Flower's Cove and Griguet.....	Henry Bowfish.....	128 00
Griguet and Englee.....	Patrick Howlett.....	120 00
Ferries, Bonne Bay to Flower's Cove	James Kelly.....	13 00
		\$4,856 50

GEO. LEMESSURIER,
Accountant.

J. O. FRASER,
Postmaster General.

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., 1892.

Mailed at General Post Office and forwarded....	10,191
Received from Outports and abroad and re-forwarded.....	8,280
Received from Outports and abroad and delivered at St. John's	18,967
	37,438
Returned to writers, as persons addressed could not be found..	33
Increase over 1891.....	6,641

POSTAL DEPARTMENT.

Statement shewing the number of Letters received at the Dead Letter Office during the year ended 31st Dec., 1892.

Dead letters received.	No.
Returned from Great Britain	174
Returned from Dominion of Canada	638
Returned from United States	961
Returned from other countries	12
Returned from Post Offices in Newfoundland	6,325
Total	8,110
How disposed of :	
Returned to Great Britain	734
Returned to Dominion of Canada	734
Returned to United States	3,048
Returned to writers in Newfoundland	1,937
Dead letters without signature	395
Returned dead letters	272
Remaining in suspense	990
Total	8,110

GEO. LEMESSURIER,
Accountant.

J. O. FRASER,
Postmaster General.

POSTAL DEPARTMENT.

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, 1892.

No.	Offices.	Orders issued.		Commis- sion received.	Orders paid.	
		No.	Amount.		No.	Amount.
1	Baine Harbor	5	\$12 04	\$00 44	.....	.....
2	Bay Bulls	38	313 52	5 15	59	\$1,351 70
3	Bay of Islands	70	1,346 45	13 15	43	1,203 01
4	Bay Roberts	181	3,514 75	36 78	171	2,877 86
5	Bett's Cove	39	302 38	3 25	5	140 53
6	Blackhead	51	780 76	9 61	36	506 96
7	Bonavista	178	2,390 65	23 29	108	2,373 72
8	Bonne Bay	26	321 66	3 84	28	563 72
9	Botwoodville	25	419 94	4 87	2	51 33
10	Brigus	178	2,518 41	29 43	192	3,187 37
1	Britannia Cove ..	6	26 48	45	.....	.....
2	Burgeo	154	2,224 99	24 41	19	372 54
3	Burin	116	1,677 62	19 48	57	1,558 73
4	Carbonear	329	7,868 67	68 40	622	9,856 62
5	Catalina	65	506 89	8 18	89	1,594 52
6	Change Islands	28	256 41	2 90	3	20 20
7	Channel	353	11,027 29	116 05	39	687 34
8	Conception Harbor ..	7	157 33	1 77	.....	.....
9	Exploits	54	532 97	6 50	4	45 26
20	Ferryland	51	874 90	7 79	68	1,371 09
1	Flat Islands (Burin)	10	73 30	1 29	.....	.....
2	Fogo	59	701 10	10 44	46	921 64
3	Fortune	80	1,867 58	18 62	24	602 64
4	Gaultois	28	390 77	5 34	2	4 07
5	Grand Bank	164	3,476 11	37 07	26	575 17
6	Grand River Gut ...	34	891 35	9 47	.....	.....
7	Greenspond	126	1,609 83	19 17	42	846 14
8	Hall's Bay Railway ..	142	4,543 64	41 71	1	2 84
9	Harbor Briton	83	1,226 35	12 77	23	440 46

POSTAL DEPARTMENT.

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, 1892 (continued).

No.	Offices.	Orders issued.		Commis- sion received.	Orders paid.	
		No.	Amount.		No.	Amount.
30	Harbor Buffett	1	\$1 97	\$10	.....	.....
1	Harbor Grace	847	19,990 47	203 12	827	\$12,996 84
2	Harbor Main	78	876 88	6 34	36	718 98
3	Heart's Content	353	3,681 85	41 13	81	1,705 13
4	Herring Neck	26	374 60	5 18	18	420 99
5	Holyrood	2	6 52	17	73	1,319 07
6	King's Cove	46	1,126 79	10 17	51	1,095 13
7	Lamaline	20	337 85	2 65	10	180 91
8	LaPoile	12	211 59	2 66	10	233 40
9	Little Bay	458	12,681 67	106 33	71	1,940 06
40	Little Bay Island	1	5 92	10	.....	.....
1	Lower Island Cove	18	184 61	2 14	8	128 20
2	Musgrave Harbor	62	1,793 54	10 77	5	142 30
3	New Harbor	25	87 73	2 47	34	336 57
4	Old Perlican	23	247 32	3 81	21	430 12
5	Placentia	42	546 93	4 78	109	2,890 29
6	Pushthrough	6	81 38	1 16	.....	.....
7	Rose Blanche	81	1,865 58	17 98	14	327 86
8	St. George's	20	419 47	5 21	23	544 04
9	St. Jacques	56	1,340 32	11 92	20	473 65
50	St. John's	7178	221,012 80	2,386 88	3978	68,394 43
1	St. Lawrence	25	537 61	4 16	5	124 98
2	St. Mary's .....	.....	.....	.....	56	909 22
3	Salmon C'e (H. Main)	4	114 76	80	7	187 94
4	Salvage	3	124 00	74	3	24 00
5	Shoal Harbor	67	666 00	7 86	3	23 22
6	Spoon Cove	25	509 54	5 94	7	331 22
7	Sound Island	4	22 68	46	.....	.....
	Forwarded	2163	\$321,704 52	\$3,386.65	7179	\$127,034.01

POSTAL DEPARTMENT.

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, 1892 (concluded).

No.	Offices.	Orders issued.		Commis- sion received.	Orders paid.	
		No.	Amount.		No.	Amount.
	<i>Brought forward.</i>	2163	\$321,704.52	\$3,386.65	7179	\$127,034.01
8	Tilt Cove.	349	8,944 26	86 11	30	870 83
9	Trepassey	73	1,265 23	9 00	16	354 52
60	Trinity	184	2,792 72	28 60	85	1,594 17
1	Twillingate	183	2,731 75	33 67	88	1,753 75
2	Whitbourne	112	2,477 46	25 30	10	176 30
	Total	13064	\$338,915.84	\$3,569.33	7408	\$131,783.58

Commission Account, 1892.

DR.

To proportion paid British, Dominion, and United States offices	\$1,040 82
To amount passed to Revenue account, 31st Dec., 1892...	2,540 00
To balance carried to credit of account, 1893	8 72
	\$3,589 54

CR.

By balance from 1891	\$20 21
By cash received for Commission on Orders issued in Newfoundland	3,569 33
	\$3,589 54

H. B. DRYER,
Supt. M. O. Office.

J. O. FRASER,
Postmaster General.

POSTAL DEPARTMENT.

Statement shewing the extent of Money Order transactions with the United Kingdom, Dominion of Canada, and the United States, during the year ending 31st December, 1892.

Countries.	Orders issued in Nfld, payable in other countries.		Orders issued in other countries, payable in Nfld.	
	No.	Amount.	No.	Amount.
The United Kingdom	3398	\$89,603 16	557	\$7,269 68
The Dominion of Canada	3949	106,318 86	1378	20,777 85
The United States	2625	83,334 94	2347	43,029 92
	9972	\$279,256 96	4282	\$71,077 45

Summary of Money Order Transactions for the year ended 31st December, 1892.

Orders issued in	No.	Amount.
Newfoundland, payable in the United Kingdom . . .	3398	\$89,603 16
Newfoundland, payable in the Dominion of Canada . . .	3949	106,318 86
Newfoundland, payable in the United States	2625	83,334 94
Newfoundland, payable in Newfoundland	3092	59,658 88
	13064	\$338,915 84
The United Kingdom, payable in Newfoundland . . .	557	7,269 68
The Dominion of Canada, payable in Newfoundland . . .	1378	20,777 85
The United States, payable in Newfoundland	2347	43,029 92
	4282	\$71,077 45

H. B. DRYER,
Supt. M. O. Office.

J. O. FRASER,
Postmaster General.

POSTAL DEPARTMENT.

Comparative Statement of the Money Order Branch of Newfoundland Post Office, for the year ending 31st December, 1890, 1891 and 1892.

Money orders issued in Nfld.	1890.		1891.		1892.	
	No.	Amount.	No.	Amount.	No.	Amount.
Payable in The Unit'd Kingdom	2568	\$51,946 54	2829	\$65,577 44	3398	\$89,603 16
The Dom. of Canada	2987	76,907 02	3391	81,027 98	3949	106,318 86
The Unit'd States...	1769	38,124 23	2109	49,260 09	2625	83,334 94
Nfld.....	2990	55,616 39	3210	60,079 51	3092	59,658 88
		\$222,594 18		\$255,945 02		\$338,915 84
Commiss'n		2,367 32	.....	2,721 52	.....	3,569 33
Total ..	10314	\$224,961 50	11539	\$258,666 54	13064	\$342,485 17
Incr'se '92. ....		.....	.....	.....	1525	\$83,818 63

H. B. DRYER,
Supt. M. O. Office.

J. O. FRASER,
Postmaster General,

POSTAL DEPARTMENT.

Comparative Statement of the Money Order Branch of the Newfoundland Post Office for the years ending 31st December, 1890, 1891 and 1892.

Money orders paid in Nfld.	1890.		1891.		1892.	
	No.	Amount.	No.	Amount.	No.	Amount.
Issued by The Unit'd Kingdom	453	\$6,198 86	468	\$5,823 08	548	\$7,046 92
The Dom. of Canada	1552	24,721 09	1526	24,245 75	1376	20,851 82
The Unit'd States . . .	1463	27,737 96	2083	37,704 17	2339	43,368 10
Nfld	3040	57,293 56	3093	58,084 23	3154	60,516 74
Total ..	6508	\$115,951 47	7170	\$125,857 23	7408	\$131,783 58
Incr'se '92 . . . . .	.....	.....	.....	.....	238	\$5,926 35

H. B. DRYER,
Supt. M. O. Office.

J. O. FRASER,
Postmaster General.

Particulars of all cases of loss of or abstraction from Ordinary Letters said to have been mailed within the colony, year ending December 31st, 1892, with the result of proceedings instituted in each case by the Department.

Name of writer.	Where mailed.	When mailed.	Alleged contents	Address of letters. name. place.		Evidence of loss, &c.	When re- ported.	Result of proceed- ings.
Sup. P. Convent	Brigus	Jan. 18, 1892.	\$2.70.....	J. D. Ryan.....	St. John's.....	Stated to have been received..	Jan. 23 ..	Evidence pointed to the belief that the money was abstracted by an employe of the sender. Not conclusive.
Wm. Martin...	St. John's	Nov. 15, 1891.	\$11.00.....	Miss Brooks	New York.....	Stated not to have been received..	March 11.	No trace, owing to want of registrat'n
John H. Ebsary	do	Feb. 20, 1892.	\$14.00.....	World Mfg. Co....	do	Ditto	March 12.	Duly delivered to addressee.
Samuel Joy	do	Jan., 1892....	Photos.....	Peter Fagan	Glen Almond, Ont	Ditto	April 20..	No trace, owing to want of registrat'n, & imperf'ct address
Henry Rowe...	do (Central)	April 3, 1892 .	\$1.00.....	Mrs. Henry Rowe.	Carbonear	Ditto	April 20..	No trace, owing to want of registrat'n.
Wm. Greening.	Burin	Dec. 29, 1891.	\$10.00.....	Mrs. J. Greening ..	In. Arm, B'ta B	Ditto	June 23 ..	Ditto.
Rev. S. Jefferson	St. John's	July 6, 1891 ..	M.O. £5, 5s. stg	George Jones	Newport, M., E	Ditto	June 3 ...	Rece'd by addressee.
Lieut. Durrande	St. George's...	May 26, 1892.	Cor. and photos	Madame Durrande.	Vendie, France.	Ditto	August 10	No trace, owing to want of registrat'n.
Geo. H. Butt ..	Grand Bank ...	July, 1892....	\$2.00.....	Mrs. G. H. Butt ..	St. John's.....	Ditto	Sept. 21..	Ditto.
Alfred Young ..	Whitbourne....	Sept. 12, 1892.	\$12.00	John Steer.....	St. John's.....	Ditto	Sept. 17..	Ditto.
Jno. Gunderson.	Harbor Briton..	May, 1892....	\$2.00.....	Thomas Ridout....	St. John's.....	Ditto	Oct. 25 ..	Ditto.
Mrs. E. Canning	Jersey Side ...	Oct. 15, 1892.	Parcel stockings	Robert Canning ...	Boston, Mass ..	Ditto	Dec. 5...	Ditto.
Miss Aylward ..	St. John's	Nov. 24, 1892.	Correspondence.	Miss M. Aylward..	St. Ann's Sta'n.	Ditto	Dec. 5...	Del'd at R head P.O. to a neighbor who, after some delay, handed it to addressee.
R. Watson	St. John's. ...	May, 1892..	P.O., 20s. stg..	Proprietor Pall Mall Budget.....	London, Eng ..	Ditto	Dec. 13..	No trace, owing to want of definite particulars.

POSTAL DEPARTMENT.

APPENDIX.

Particulars of all cases reported of supposed loss of, or abstraction from Ordinary Letters, stated to have been posted in Foreign Countries for delivery in Newfoundland, for year ending Dec. 31, 1892.

Name of sender.	Where mailed.	When mailed.	Alleged contents	Address of letters. name. place.	Evidence of loss, &c.	Date of com- plaint.	Result of proceed- ings instituted.	
Mrs. Am'lia Day	Dartmouth, N.S.	Feb. 26, 1892.	\$2.00.....	Mrs. Mary Day.... Kickham's lane, St. John's...	Stated not to have been received..	March 11.	No trace, owing to want of registration	
Peter Rodgers..	Tidnish, N.S...	June, 1891 ...	\$6.00.....	Mrs. P. Rodgers .. Torbay.....	Ditto	March 12.	Ditto.	
C. W. Morris ..	Chicago, Ill....	O. 21-31, '91	Cards and plate.	Rev. G. H. Bolt .. 60 Patrick st., St. John's ...	Inquiry from Chi- cago P. O.....	March 14.	Ditto. Probably sent to D. L. O. as un- available.	
Thomas Joy....	Boston, Mass ..	Dec. 14, 1891.	Money.....	Mrs. Jane Joy..... St. John's.....	Stated not rece'd.	April 9...	No trace, owing to want of registration.	
Kate Fahey....	Halifax, N.S...	March 20, 1892	\$3.00.....	Mrs. Wm. Fahey.. ditto	Ditto	April 22..	Ditto.	
Ed. Taylor	South Boston ..	May 13, 1892.	\$12.00.....	Miss Lucy Taylor.. ditto	Ditto	May 23 ..	Ditto.	
D. McGuire ...	Providence, R.I	Dec. 24, 1891.	Correspondence.	Matthew McGuire. ditto	Inquiry from Pro- vidence	May 11 ..	Delivered to address- see, who acknowl- edged receipt.	
.....	Chicago, Ill....	Feb. 8, 1892..	1 book.....	Bernard McGrath.. King's Cove..	Stated not to have been received..	June 10 ..	No trace, owing to want of registration.	
Patk. Lawlor ..	Ware, Mass....	April 19, 1892.	\$11.00.....	Jno. or Mrs. Ellen Lawlor.....	Horse Cove....	Ditto	June 10 ..	Ditto.
Thos. Carter...	Porter's Walls (Wis)	March 15, 1892	\$5.00.....	Miss Carter.....	St. John's.....	Ditto	June 11 ..	Ditto.
Miss Barry.....	Halifax, N.S...	About May 1..	\$5 and photo ..	Mrs. M. Barry	Bay of Islands .	Ditto	July 5....	Believed to have been duly delivered to ad- dressee.
Jas. Eagan	Vancouver, B.C.	" July 27, '92	\$20.00.....	Mrs. Jane Murphy. St. John's.....	Ditto	Oct. 5 ...	No trace, owing to want of registration.	
Miss Churchill .	Philadelphia, Pa	Aug. 8, 1892..	M. O., \$20.00	Mrs. J. D. Martin. ditto	Ditto	Sept. 16..	Ditto. Order paid by duplicate.	
John Pye.....	Brixton, Eng ..	Aug. 16, 1892.	Correspondence.	Mrs. R. Watson... ditto	Ditto	Sept. 19..	No trace, owing to want of registration.	

POSTAL DEPARTMENT.

APPENDIX.

Particulars of all cases reported of supposed loss of, or abstraction from Ordinary Letters, stated to have been posted in Foreign Countries for delivery in Newfoundland, for year ending Dec. 31, 1892 (concluded).

Name of sender.	Where mailed.	When mailed.	Alleged contents	Address of letters. name. place.		Evidence of loss, &c.	Date of com- plaint.	Result of proceed- ings instituted.
Bartlett, Parle & Co.....	Liverpool, E...	Sept. 7, 1892.	Bill of lading & invoice.....	J. D. Ryan	St. John's	Inquiry from Lon- don	Oct. 18...	Delivered to address- see, who acknowl- edged receipt.
Albrecht & Al- brecht.....	Leeds, England	Aug. 30, 1892.	Drafts	C. Macpherson....	St. John's	Ditto	Oct. 24..	Ditto.
Annie Dillon...	Brockton, Mass.	Aug. 10, 1892.	\$10	Mary Dillon.....	St. Mary's.....	Inquiry from Washington...	Nov. 14..	Ditto.
Mrs. A. E. Rob- ertson	London, Eng...	March, 1892..	Cheque, £10 sg.	G. W. Singer	St. John's	Stated not to have been received.	Dec. 8...	No such letter ever posted.
Miss Wiltshire.	Welwyn, "	July, 1892....	Packet maga- zines.....	Mrs. Rd. Dea	Old Shop, Trinity Bay..	Inquiry from Lon- don	Nov. 28..	Delivered to address- see, who acknowl- edged receipt.
Matt'w Bennett	London, Eng..	July 22, 1891.	M. O. £8 stg..	Mrs. J. Bennett ...	Fogo	Ditto	Dec. 1...	Returned to D.L.O., London, in Novem- ber, 1891. Owner deceased,
Mary Power...	Nagatuck, Conn.	Oct 25,	\$10.....	T. M. White.....	St. John's	Stated not to have been received.	Dec. 22..	No trace owing to want of registration.
E. Morrison ...	Halifax, N.S...	Nov. 28.....	\$20.....	Miss Donahoe....	Little Bay Mine	Inquiry from Halifax	Jan. 6, '93	Addressee had gone away; is believed to have received the letter.
Henry Seymour	Bath, Me.....	Dec. 26	Box, contents not stated....	John C. Ash	Harbor Grace..	Stated not to have been received.	Jan. 21, '93	No trace. Probably sent to D.L.O. as unmailable.

E. DEVEREUX, *Post Office Inspector.*

J. O. FRASER, *Postmaster General.*

POSTAL DEPARTMENT.

Particulars of all cases of loss of or abstraction from Registered Letters, with result of proceedings instituted in each case by the department, year ended 31st Dec., 1892.

Name of writer.	Where mailed.	When mailed.	Alleged contents.	Address of letters. name.	place.	Evidence of loss, &c.	Date of com- plaint.	Result of pro- ceedings.
M. O. Depart'nt	P.O., St. John's	May 16	\$20.70	The Postmaster	Bonavista	Stated not to have been received ..	May 24 ..	Personal investigat'n elicited evidence that this letter was stolen from the mail-bag be- tween Carbonear and Trinity, but failed to discover the thief.
M. O. Depart'nt	Ditto	Oct. 4	\$11.82	The Postmistress ..	Trinity	Ditto	Oct. 16 ..	Investigated by sub- Insp'r Sullivan with the same result as in preceding case; loss occurred in same sec- tion as the above.
Samuel White	Wareham, Mass	April 11	\$5.00	Mrs. Eliza'th White	Bay Roberts ...	Contained no money when re- ceived	April 25 ..	Careful investigation failed to account for abstraction or to de- cide whether it oc- curred in U. States or Newfoundland.
Richard Flynn	Ditto	April 11	\$8.00	Mrs. Ml. Flynn ...	Bay Roberts ...	Ditto	April 25 ..	Ditto.
M. C. Ryan ...	Melville, Mass.	Feb. 25	\$10.00 (?)	Thomas Ryan	King's Cove ...	Stated not to have been received ..	May 20 ..	Supposed to be stol'n from the mail-bag be- tween Carbone'r and Trinity; but as the P. M. of King's Cove acknowledged the receipt thereof, he made good the am't.
Jerem'h Murphy	Granteville, Vt.	March 1	\$10.00	Mrs. Dan'l Murphy	Knight's Cove ..	Ditto	July 8	Ditto.

E. DEVEREUX, *Post Office Inspector.*

J. O. FRASER, *Postmaster General.*

POSTAL DEPARTMENT.

APPENDIX.

POOR RETURNS.

Expenditure for the Relief of the Poor

Districts.	January.	February.	March.
St. John's (permanent) . . .	\$477 20	478 70	476 70
St. John's (casual)	1,372 10	1,808 65	1,863 75
Orphanages			1,953 20
Incidentals	87 91	11 03	3 33
Brigus	1,953 65	168 40	66 97
Burin	929 00	454 35	240 48
Bay-de-Verde	1,480 74	673 65	492 20
Burgeo and LaPoile	349 68	826 00	244 92
Bonavista	1,614 46	222 40	464 04
Carbonear	812 55	355 82	356 30
Fortune Bay	890 00	332 60	286 10
Ferryland	898 64	286 00	244 90
Harbor Grace	2,313 31	806 91	409 33
Harbor Main	1,736 47	287 50	360 70
Placentia and St. Mary's . .	582 80	370 60	557 70
Trinity Bay	2,212 30	304 30	424 05
Twillingate	1,279 30	327 20	532 20
Fogo	244 50	111 00	47 50
St. George's	320 00	269 00	122 50
St. Barbe's	336 90	243 76	49 00
Labrador	9 70	14 00	4 00

POOR RETURNS.

during the year ending 31st Dec., 1892.

April.	May.	June	July.	August.
\$486 70	\$484 70	\$489 70	\$481 70	\$472 70
1,836 55	1,792 10	1,809 80	1,741 85	1,989 80
.....	.....	1,433 75	.....	.....
19 43	4 58	3 63	13 49	3 33
2,078 98	791 15	196 45	1,923 32	293 11
1,021 35	704 00	436 00	431 00	482 00
1,417 02	1,687 57	922 84	1,160 20	913 15
468 27	571 90	441 50	500 00	621 25
1,129 40	2,476 90	368 89	964 70	431 60
1,031 80	230 59	261 75	451 45	564 00
619 36	553 10	593 80	453 52	348 72
555 51	975 24	261 40	463 80	384 66
2,452 62	327 32	459 55	1,819 97	1,127 21
1,732 03	602 98	250 00	1,340 57	473 96
1,912 36	2,295 53	267 60	239 65	905 50
2,761 68	1,795 07	1,251 69	1,788 00	751 93
216 38	1,828 95	865 60	303 23	1,475 86
86 90	359 50	117 00	108 50	296 65
162 00	499 74	330 08	188 90	271 00
96 00	517 30	100 50	259 50	261 00
36 00	46 00	.....	.....	7 50

POOR RETURNS.

Expenditure for the Relief of the Poor

Districts.	September.	October.	November.
St. John's (permanent)...	\$479 10	\$480 60	\$481 60
St. John's (casual).....	1,783 05	1,783 75	1,731 95
Orphanages.....	1,357 50	.....	.....
Incidentals.....	4 73	13 49	3 33
Brigus.....	190 00	2,182 37	338 34
Burin.....	322 00	659 40	622 00
Bay-de-Verde.....	578 40	1,170 85	1,181 65
Burgeo and LaPoile.....	389 31	725 88	517 71
Bonavista.....	403 80	1,117 40	1,964 60
Carbonear.....	221 35	620 52	292 65
Fortune Bay.....	304 16	935 47	830 50
Ferryland.....	235 00	339 80	695 00
Harbor Grace.....	557 24	1,963 57	921 68
Harbor Main.....	330 75	1,580 47	463 80
Placentia and St. Mary's...	229 20	1,569 63	2,309 89
Trinity.....	488 15	1,598 95	1,604 80
Twillingate.....	368 80	1,183 55	515 10
Fogo.....	111 50	93 70	90 50
St. George's.....	233 25	377 00	163 72
St. Barbe's.....	155 05	403 78	251 50
Labrador.....	170 00	60 00	472 92

POOR RETURNS.

during the year ending 31st Dec., 1892.

December.	Amount.	Total.
\$484 60	\$5,774 00	
2,204 15	21,717 50	
1,300 00	6,044 45	
.....	168 28	
	<hr/>	\$33,704 23
342 90	10,525 64	
1,066 14	7,367 72	
687 45	12,365 72	
496 47	6,152 89	
859 00	12,017 19	
225 65	5,424 43	
670 77	6,818 10	
335 90	5,675 85	
481 34	13,640 05	
537 83	9,697 06	
1,094 30	12,404 76	
1,169 36	16,150 28	
843 02	9,739 19	
430 10	2,097 35	
206 44	3,143 63	
253 50	2,927 79	
28 00	848 12	
	<hr/>	\$136,995 77
		<hr/>
		\$170,700 00

JOHN CASEY, *Commissioner of Poor.*

REPORT—BOARD OF AGRICULTURE.

To His Excellency the Governor in Council :

The Board of Agriculture, in presenting their annual report, regret that, owing to the fire of July last, the report will not be as full as they would desire, due to the fact that all books, consisting of account, minute, and registration books, together with all vouchers, were burnt in the offices of the Surveyor General and the Secretary.

The amount prior to July 8th showing expenditure was derived from the Union Bank account. During the year ending 31st Dec., 1892, thirteen agricultural societies have drawn their annual grant, as provided for by the Agricultural Act.

The Board deemed it advisable to dispose of the following stock : Stallions " Paddy " and " Black Prince," and the Ayrshire bull " Holmer."

Several valuable pure-bred bull calves were purchased according to conditions of sales of heifers, and in all cases have been placed to advantage in different localities throughout the Island ; the result of which, the Board feel confident, will be of lasting benefit to such localities.

During the year the Board have added to their stock a few pure-bred Shropshire sheep, which will be sold for breeding purposes. It is a well-known fact such stock is necessary to promote this branch of stock raising.

As will be seen by a detailed account annexed, the balance from 1891 was \$104.31, and the receipts from all sources, including the Government grant, amounted to \$6,108.75 ; and the expenditure being \$5,622.72, will leave a balance in favor of the Board to the 31st Dec., of \$590.34.

The crops during the past summer were, on the whole, very productive, and the seed, oats, barley, and wheat, from seeds imported in 1891 by the Board, have proved very satisfactory, showing it to be very well adapted to our climate.

The hay-crop, owing to such a dry season, fell far below the average, which is to be regretted, considering the large number of cattle now kept by our farmers, and high prices charged for imported hay.

It is a pleasing feature to see our farmers availing themselves of a

REPORT—BOARD OF AGRICULTURE.

pure-bred stock, and in the near future we hope to see scrub stock, both in horned cattle and horses, give place to a finer class, if not pure-bred animals.

The Board have placed the rate of service at a low figure, to enable all to avail themselves of this great advantage.

It is contemplated to replace stallion "Paddy" with a Hackney stallion, and they hope to have a creditable animal of that type in early spring.

Respectfully submitted on behalf of the Board of Agriculture,

H. J. B. WOODS,
Surveyor General.

JAMES B. SCLATER,
Sec'y Board Agriculture.

REPORT—LLOYD'S SURVEYOR.

HON. R. BOND,
Colonial Secretary,—

SIR,—I have the honor to report to you, for the information of the Government, that surveys have been held on vessels during the year 1892 as follows :—

NEW VESSELS :

Thirty-two new vessels, representing 1,300 tons gross register, have been submitted for survey at this port, in accordance with the Shipbuilding Act of 1891, and I regret to have to report that only twelve of these vessels, representing 436 tons, were eligible for and received bounty.

The following table shows where vessels were built and number that were paid bounty :—

Where built.	No.	Received bounty.
Hall's Bay	1	..
Green Bay	2	1
Exploits	5	3
Twillingate	1	..
Fortune Harbor	3	2
Moreton's Harbor	1	..
Bonavista Bay	8	3
Alexander Bay	1	..
Trinity Bay	6	2
Conception Bay	1	1
Spaniard's Bay	1	..
Grand Bank	1	..
Bonne Bay	1	..
	32	12
	1,300 tons.	436 tons.

REPORT—LLOYD'S SURVEYOR.

FOREIGN VESSELS.

Damage surveys during the year 1892 at this port, showing the nature of each survey: Seven large steamers, representing 16,700 tons gross register, put in with damage as follows, viz :—

- S. S. " Pensher " : Damage to hull and machinery ;
- S. S. " Elgiva " : Damage to machinery ;
- S. S. " G. R. Booth " : Broken shaft ;
- S. S. " State of Georgia " : Damage to hull and machinery ;
- S. S. " Ontario " : Damage to hull and machinery ;
- S. S. " St. Pancras " : Damage by fire ;
- S. S. " Cape Breton " : Damage to hull.

I may state that the damage to some of the above mentioned vessels was extensive and intricate, yet I am pleased to report that all repairs were carried out satisfactorily.

Damage surveys held on local vessels (steamships) as follows, 1892, viz :—

- S. S. " Curlew " : Damage to hull ;
- S. S. " Neptune " : Damage to hull ;
- S. S. " Diana " : Damage to hull ;
- S. S. " Grand Lake " : Damage to hull ;
- S. S. " Virginia Lake " : Damage to hull ;
- S. S. " Panther " : Damage to hull ;
- S. S. " Wolf " : Damage to hull.

These vessels were satisfactorily repaired at this port.

Eighteen sailing vessels have also been surveyed for damage, and the repairs carried out in a satisfactory manner.

VESSELS RE-CLASSED, 1892.

Eight vessels have been re-classed ;

Thirteen vessels have been re-metalled ;

One vessel re-classed at Harbor Grace—the first ever done at that port—Mr. Munn's " Clutha " ;

REPORT—LLOYD'S SURVEYOR.

One vessel, the "Rose of Torridge," was successfully taken off the strand and brought to Harbor Grace, and efficiently repaired on Mr. Munn's patent slip.

LOCAL VESSELS, 1892.

Three hundred local vessels have been surveyed previous to their prosecuting the deep sea and Labrador fisheries.

I may state that the surveying of the Labrador and coastwise vessels has been deferred until further orders, in consequence of the Act not being complete in that direction up to the present time. I trust that at this session you will be able to take this matter into consideration. I may venture to state that two hundred thousand dollars have been put into circulation through repairs during the past year.

I have, &c.,

GEORGE WHEATLEY,
Surveyor of Shipping.

REPORT—MUNICIPAL COUNCIL.

MUNICIPAL OFFICE, St. John's,
January 30th, 1893.

HON. R. BOND, *Colonial Secretary*,—

SIR,—In compliance with the requirements of the "Saint John's Municipal Act," I beg to furnish to the Governor in Council full and detailed accounts of receipts from all sources, and expenditures upon all services and purposes, for the year ending the 31st day of December last.

I also enclose an estimate of the proposed expenditure of the Municipal Council for the current year, and a statement of the means proposed for raising the moneys necessary therefor.

The consolidated debt of the city on the 31st day of December, 1891, was the sum of \$781,953.58, to which has been added during the year the sum of \$5,414.02—making a total consolidated debt on the 31st day of December, 1892, of \$787,367.60. Nearly the whole of this increase of \$5,414.02 during this year was caused by expenditure for land taken by the Council, under the provisions of the "Saint John's Rebuilding Act," for purposes of street improvement in 1890 and 1891, the arbitrations upon which were not completed by the late Council before they went out of office.

In addition to the consolidated debt of the city there was, on December 31st, 1891, a floating debt of \$17,308.02, the history of which is fully set forth in a letter to you from ex-Chairman Power, dated January 23rd, 1892, and it appears on the balance sheet of Council then submitted. On the same balance sheet appear a number of items as assets which were at the time valueless, or have since become valueless owing to causes over which the Council had no control. The Council has written off such of these items as have proved to be valueless, and this has increased the floating debt of the Council on the 31st day of December, 1892, to the sum of \$52,804.75, as appears by balance sheet now submitted.

REPORT—MUNICIPAL COUNCIL.

On the same balance sheet you will find the following items on the debit side, namely :—

Town improvements	\$4,675.40
Sewerage construction	8,407.92
New Era grounds	400.00

This indebtedness for town improvements was incurred prior to the present Council taking office, and should have been dealt with by the late Council before going out of office. If you will refer to the balance sheet of December 31st, 1891, you will find that the amount expended during 1891 for town improvements was \$4,222.48, and that this amount was carried forward on the balance sheet as an apparently valuable asset.

The remainder of the said indebtedness, with very little exception, was incurred between the 31st of December, 1891, and the date at which the present Council assumed office.

The item of \$8,407.92 for sewerage construction represents the cost of work done on the general sewerage system during the year, consisting principally of the completion of the great northern sewer and of new sewer at cross roads, Riverhead, and should be charged to capital account and consolidated with the general debt of city.

The item of \$400 for New Era grounds is the amount paid to the New Era committee, after arrangement with the Government, for compensation for improvements made by them on the property known as the "New Era grounds."

None of these amounts can be chargeable against the current revenue of the Council (1) for the reasons given above, and (2) because there was a provision made for their payment out of current account. I would therefore ask that these amounts be added to the floating debt and consolidated with it.

The amount required to be consolidated with the general debt of the city will therefore be as follows :—

Floating debt as shewn by balance sheet of Dec. 31st, 1892.	\$52,804.75
Town improvements	4,675.40
Sewerage construction	8,407.92
New Era grounds	400.00
	\$66,288.07

REPORT—MUNICIPAL COUNCIL.

The estimated revenue for the year 1892 was \$95,785.00, and the amount actually received was \$65,242.77, or a shortage of \$30,542.23. I will refer to the causes of this shortage of revenue in a later part of this communication.

The estimated expenditure of the year was \$99,344.24, and the amount actually expended has been \$54,976.88. This does not include a sum of \$35,549.72 due to the Government for interest to December 31st, 1892, which, by agreement between the Council and the Government after the fire of July 8th last, was allowed to remain for adjustment at the end of the year; nor does it include the following amounts of expenditure made before the present Council took office and handed over to them as apparently valuable assets when, in reality, they were valueless:—

Arrears of water and sewerage rates, irrecoverable	\$3,310.05
Public water-closets and street pumps	431.30
Fish markets	398.62
South side roads	430.42
Paving streets	5,006.89
	\$9,577.28

This will appear more clearly from the following resumé:—

Total apparent expenditure for the year 1892, as per comparative statement of revenue sent herewith \$100,103.88

Deduct

Interest for year, allowed by the Government to stand for adjustment	\$35,549.72
Worthless assets as above, charged off in current account for 1892	9,577.28
	45,127.00
Total expenditure	\$54,976.88

I have endeavoured to make these figures as clear and intelligible as possible, so that the Government may see the exact position of municipal affairs at the present time, and may be able to distinguish between the expenditure made under the management of the present Council

REPORT—MUNICIPAL COUNCIL.

and under that of its predecessors. I am only concerned in giving an exact report of the proceedings of the Council for that portion of the past year during which I have had the honour of occupying the responsible position of Chairman. For everything that the Council has done, and for everything which they should have done during that period and have not done, I am prepared in my official position as Chairman to accept the full responsibility, and to justify my official conduct either to the Government or to the citizens.

I shall now refer as shortly as possible to a few matters connected with the working of the Council during the past year, without which this report would be incomplete.

If you will refer to ex-Chairman Power's report to the Government, dated January 23rd, 1892, you will find the following:—

“It will be remembered that the mode of raising the revenue necessary for the past year, proposed by the Council, was entirely altered by the Legislature under the authority of 53 Vic., cap. 8, entitled ‘An Act to amend 51 Vic., cap. 5,’ etc., and while the Council admits fully its responsibility for the expenditure, it must respectfully decline to accept any blame for errors of calculation in regard to the revenue of the year. The Council, after an experience of two years of the working of the Act 53 Vic., cap. 8, cannot refrain from expressing their conviction that the passing of that Act was a mistake. The principle of empowering the Municipal Council to prepare estimates for the services of the town, and which leaves with the Legislature the power to alter and amend these estimates in detail is, the Council believe, a faulty one. Where the Council gives weeks of careful consideration (and with necessarily better information and experience than the Legislature) to the necessary expenditure and revenue, any material alteration in details may completely upset all calculations. While the responsibility of miscalculations ought to rest with the Legislature, the Council has, in the nature of things, really to bear the blame of any errors.

“The Council does not seek to interfere with or to curtail the power of veto of the Legislature, but think it unwise and impracticable that this power should be exercised as regard details. The responsibility of the elected members of the Council to their constituents, and

REPORT—MUNICIPAL COUNCIL.

of the appointed members to the Government, ought surely to give sufficient check without the interference of the Legislature in the petty details of the Council's work. The deficit arising from shortage of revenue for the year is \$17,308.02, and is a matter which has given the Council grave consideration and anxiety. It was assumed during the year that the scale of taxation passed by the Legislature would be nearly equal to the estimated and sanctioned expenditure. It was not till the last quarter of the year the fact became known that, through the insufficiency and faultiness of the Municipal Amendment Act passed in the last session of Legislature, a large portion of the taxes authorized by that Act could not be legally enforced, and it was then impossible to reduce the expenditure, as the great bulk of the heavy work of the year was then about completed. The Council would add that the faultiness in this Act and the Act of previous session has greatly increased the work of the Council and its officers, and has added a large amount to the legal expenses of the year, consequent on the necessity to test in court so many disputed claims. The report of the city engineer accompanies this, and deals so fully with the year's work that it is unnecessary for me to occupy your time by any reference to it. It will be seen by that report that the engineer suggests certain new and additional works to be considered by the new Council, such as sewerage extension and house connections with mains, storm-water sewer at Torphy's crossing, retaining wall at Star of the Sea hall, block paving of a section of Water street, widening of Harvey road near Roman Catholic Cathedral, and new water main in Water street.

“These new works will necessarily occupy the attention of the incoming Council; and if the whole or any portion of them are considered necessary, the funds will have to be provided.

“The Council venture to express a hope that, in the coming session of the Legislature, a thoroughly well digested and workable Act will be placed on the Statute Book.

“In connection with the amendment or revision of the Municipal Act, it will be necessary to consider and give effect to the best mode of utilizing to the fullest extent the new and extensive system of sewerage. The question of connection with the mains is a serious one, and ought to be grappled with at the earliest moment. The Council believe

REPORT—MUNICIPAL COUNCIL.

that, when this question has been efficiently dealt with, a most beneficial effect on the health of the town will result, and also that a large saving will be effected in the expense of the sanitary department. The circumstances of a large number of householders in the town is such as to make it utterly impossible to carry out any compulsory law, and the Council believe some general system of assessment will be required to defray the cost. The Council are of opinion that the fullest powers should be given to make and enforce municipal and sanitary regulations, and that these powers should be clear and easy of application.

“In connection with any change in the municipal law, there is a grave necessity to deal with the whole question of appraisalment and revision, which at present is in a most unsatisfactory condition.”

Following up one of the suggestions contained in this report, the Council, as soon as possible after they were placed in office, after consultation with the Government, caused an amended Municipal Act to be prepared and submitted to the Government.

This Act did not assume to introduce any departure in principle from previous legislation, but was directed to consolidating and making effective the existing municipal legislation which had been left in a confused and unsatisfactory condition by the defective legislation of 1890 and 1891. This Act was passed by the Legislature with some amendments, which were not of a satisfactory character, and did not tend to increase the efficiency of the municipal services.

On the 6th of April, 1892, I transmitted to you the estimates for the current year, and in my letter of that date enclosing the papers you will find the following :—

“In consequence of the defective character of the legislation passed at last session, the Council was unable to collect a large portion of the estimated revenue for the past year, and whilst the expenditure, as shown by the account furnished, was below the estimate, the inability to collect the revenue resulted in a debit balance on December 31st, 1891, of \$17,308.02, as fully appears by the accounts furnished.

“There was also an expenditure during the past year of \$4,222.48 for city improvements, for which no provision was made, and it is estimated that a sum of \$1,000 will be required to pay outstanding legal expenses of 1890 and 1891.

REPORT—MUNICIPAL COUNCIL.

“ There will also be required the sum of \$400 for compensation to the lessees of the New Era grounds, in the event of the contemplated arrangement respecting the property being completed. In addition to the foregoing amounts, there will be required for new works during the current year the following sums :—

For sewerage constructfon, as per report of engineer \$20,328.54
 For new 10-inch main pipe, Water street 8,500.00

“ The total amount of these requirements is \$51,765.04, and I am directed by the Council to ask that the Government will consolidate this amount on account of the Council on the same conditions as former loans. Recapitulation of amount required to be consolidated :—

Balance of expenditure over revenue, 1891	\$17,308.02
Expenditure on city improvements	4,228.48
Outstanding legal expenses	1,000.00
Compensation to lessees of New Era grounds	400.00

New works, namely :—

Sewerage construction	20,328.64
10-inch main pipe on Water street	8,500.00

\$51,765.04

“ The estimate of expenditure for the current year has been prepared after the most careful consideration, and the amount asked for is absolutely necessary for the efficient maintenance of the various services of the city.

“ To meet the expenditure the Council proposes new sources of revenue which, if concurred in by the Legislature, will necessitate the amendment of the several Municipal Acts now on the Statute Book. In view of the unsatisfactory nature of past legislation in this direction, and of its vital importance to the efficient working of the Council in the future, the Council respectfully asks that this subject may have the immediate attention of the Government and the Legislature. The Council is of opinion that the chief hope of performing its duties efficiently is centred in the adoption of well-considered and effective amendments of the present law, whereby authority will be vested in the Council to take advantage of the sources of revenue set forth in the estimate herewith submitted.”

REPORT—MUNICIPAL COUNCIL.

No action was taken by the Government respecting the new works referred to in this letter and in the report of the city engineer for 1891, and no funds were provided by the Government for them. No attention was paid to the request of the Council to consolidate the floating debt of the city of December 31st, 1891, and the consequence was that the present Council entered upon its labours hampered financially on this account.

The estimates then submitted suggested certain sources of revenue which did not commend themselves to the Government, and they were not made available by the new Act.

Upon the passing of the new Act, the Council submitted an amended estimate, shewing that the outside amount they could hope to receive as revenue from the sources indicated in the Act was \$95,785.00, while the estimated expenditure, at the lowest figures, was \$99,344.24, or an anticipated deficit on the year of \$3,559.24.

In making the estimate, the Council expected to receive from the rents of Crown property \$2,600, while, as a matter of fact, they received only \$270.48. This is a matter over which the Council has no control, as the Government very improperly, as the Council contends, retains the collection of these rents in its own hands. This has been a matter of complaint ever since the inception of the Council, and has been represented to the Government by the late Council on more than one occasion. The amount estimated by the Council to be received from this source has never been realized, and the responsibility for this must rest entirely with the Government, which approves of the estimated amount year after year and then neglects to collect it. The rents from Crown property are a sure source of revenue, and can be collected without difficulty, and should be under the control of the Council; and in this connection I am directed to urge upon the Government the manifest injustice which is being perpetrated year after year upon the citizens by the Government insisting upon retaining the control of the collection of these rents and neglecting to collect them.

Another item in the estimate of last year was a tax on steamships, from which the Council expected to receive \$2,000. The Government, without any consultation with the Council, arbitrarily altered this tax from the basis laid down by the Council to the basis of one cent per ton.

REPORT—MUNICIPAL COUNCIL.

The result was that, instead of receiving \$2,000 from this source, as estimated, the Council only received \$164.86.

The principal cause, however, of the deficit of revenue, as you are aware, was the disastrous fire of the 8th of July last, upon the results of which I need not now dwell. They are matters of current history, and the Council as a body, and the members of Council individually, suffered in common with the rest of the community. The Municipal offices and stores, with all their contents, were destroyed, and the principal source of revenue, the water and sewerage rates in nearly two-thirds of the city, was swept away in a few hours.

Instead of receiving for water and sewerage rates the sum of \$40,000, as was estimated, the Council only received the sum of \$22,737.42, leaving a deficit of \$17,262.58 on this item alone.

For the occurrences subsequent to the fire up to the passage of "An Act to amend the Acts relating to the Rebuilding of St. John's and to its Municipal Affairs" on the 25th of August, 1892, I must refer you to the correspondence which passed between the Government and Council from time to time, from which you will see that the Council was at all times prepared to take charge of all public works in the burnt district, rendered necessary by the fire or otherwise.

The Acts referred to divested the Council of some of its functions and authority in the burnt district of the city, and placed them under the control of the Government; and I have no hesitation in saying that the result of this change has not been to the advantage of the city.

After the fire of July 8th an investigation was held by Judge Prowse, but the Council is not aware of the authority under which he acted, or what was the scope of his authority.

In his report Judge Prowse made some sweeping charges against the Council concerning the origin of the fire, which are not borne out by evidence, and which the Council are prepared to prove are utterly unfounded. It is a matter for regret that those charged with the duty of making such an investigation did not conduct it more in accordance with the course ordinarily followed in investigations of such gravity and

REPORT—MUNICIPAL COUNCIL.

importance, in which case the result would have been more conducive to the best interests of the city.

The estimated loss to the city by the fire was as follows, as shewn by statement submitted by the Council to the Government :—

Loss on block pavements destroyed by fire.....	\$6,000.00
Loss on water and sewerage assessments, as per detailed statement	25,967.58
New hose and appliances for fire company.....	2,500.00
Outfit for engineer's office	1,000.00
Fittings for water department.....	3,000.00
Extra labour, consequent on the fire, in connection with the ordinary services of the Council.....	2,000.00
	\$40,467.58

My letter to you of November 1st, 1892, enclosing this statement, was as follows :—

“ Acting on the suggestion made to the deputation from the Municipal Council that recently waited upon your Executive to represent to them the present financial condition of the Council, and more particularly its position in consequence of the fire of July 8th, a special meeting of the Council was held, at which the matter was fully considered, and I am directed to enclose herewith a statement setting forth the financial position and requirements of the Council at this date.

“ The first item in the statement represents the deficit bequeathed by the late Council, concerning which all that is necessary to say is that it is absolutely impossible to pay the amount from the ordinary and current revenue of the Council. This was represented to the Government in the last annual statement of the Council, and the Government were requested to consolidate the amount with the debt of the city.

“ The item of \$20,358.54 for sewerage construction was required in 1892 to assist in completing the system of sewerage enterprised with the sanction of the Government, and with the understanding that the money required would be provided outside the ordinary revenue of the

REPORT—MUNICIPAL COUNCIL.

Council. In the last annual statement submitted to the Government they were requested to furnish this amount on the same terms as the amount formerly expended on this service, and it is necessary for the efficiency of the sewerage system, upon which so large a sum of money has been expended, that this comparatively small additional expenditure should be made to so far complete the system. The amount when raised would, of course, be added to the debt of the city. The other items under the head of sewerage construction were incurred prior to December 31st, 1891.

“ The third and most important item is the estimated loss which the Council has sustained and will sustain by reason of the fire of July 8th last. The Council anticipate that nearly the whole of the water and sewerage assessments upon the property in the burnt district, for the year commencing July 1st, 1892, and ending June 30th, 1893, will be lost to the Council. A large portion of it is absolutely lost and incapable of being collected, and the Council think it would be inequitable to compel the minority who are able to pay for services for which they get no value in return.

“ The circumstances surrounding the whole matter are exceptional, and must be the subject of exceptional treatment, as the ordinary powers of the Council are not competent to deal with them. The other items under this head are the actual losses suffered by the Council by the late fire, and which cannot be replaced from the current revenue of the Council. In view of the exceptional circumstances which surround the whole matter, which it is not necessary that I should detail, the Council think that this item of \$39,967.58, or, in round numbers, say \$40,000, should be granted them out of the general revenue of the colony from the very largely increased revenue which has been received in consequence of the fire.

“ I beg further to say that the Council will be pleased to furnish you with any further information that you may desire in connection with any of the items contained in statement, and, with the object of facilitating and hastening the arrangement, has appointed the Chairman and Councillors Morison and Carnell to confer with you, if necessary, for this purpose.

“ In conclusion, allow me to say that, in view of the lateness of the

REPORT—MUNICIPAL COUNCIL.

season and of the necessity for ordering supplies for the various departments without delay, the Council think it is of the utmost importance that prompt attention should be given to the matters referred to above."

Throughout the year, and particularly since the fire of July 8th, the Council has exercised the most rigid economy in all matters relating to the expenditure of the funds of the city, and have made up their estimates for the current year in the same spirit. In making up their estimates they have adhered to the powers possessed by the Council at the present time, and on that basis the Council estimate that they will be able to collect a revenue of \$80,012, while they estimate the expenditure at \$101,597, or an anticipated deficit of \$21,585.

To meet this deficit the Council are strongly of opinion that it is entitled to a special allocation from the large surplus of revenue which has been received by the colony in consequence of the heavy importations after the fire of July 8th. I need not elaborate the reasons which shew the justice of this request. They have already been urged upon the Government by deputation from the Council, and the Council was given to understand that they would receive the best consideration and attention of the Government. If the Government do not make this grant, it will require to create new sources of revenue from which a sufficient sum may be collected to meet the anticipated deficit. On previous occasions the Council suggested an increase in the duties on coal, and the imposition of a poll tax on citizens who pay no other tax, as sources from which the revenue of the Council might be increased, and they may be worth the re-consideration of the Government at the present juncture.

The Council hopes, however, that the Government will have no objection to making the special grant asked for, which presents the most feasible and equitable solution of the difficulty, and would tend to shew to the citizens of St. John's that those entrusted with the destinies of the colony were not unmindful of the losses and hardships suffered by the city in consequence of the great fire of July 8th, 1892.

The Council have said nothing in this report on the subject of improving the efficiency of the fire department for the simple reason that, under present legislation, the Council had no authority to expend any larger sum than the amount estimated for that service. Increased

REPORT—MUNICIPAL COUNCIL.

efficiency must mean increased expenditure, and if provision is made for the necessary revenue for this purpose, the Council are prepared to undertake the improvement of our present fire department in such a manner as will place our fire service in a state of efficiency equal to that of any city of similar size and importance.

I have the honour to be,

Your obedient servant,

THOMAS MITCHELL,

Chairman St. John's Municipal Council.

REPORT—MUNICIPAL COUNCIL.

Estimated and actual Expenditure and Revenue of St.

Services.	Estimated expenditure	Actual expenditure.	Over.	Under.
Salaries	\$5,960.00	\$5,675.00	.....	\$285.00
Legal expenses	500.00	799.00	\$299.00	.....
Appraisalment	2,200.00	575.00	... ..	1,625.00
Municipal offices, contingencies, printing, and stationery	1,862.00	2,177.30	315.30	.....
Insurance (charged departments)	251.00	.....	.....	251.00
Water department and watering vessels	7,190.00	6,208.31	.....	981.69
Fire Co's department.	5,450.00	7,306.74	1,856.74	.....
Engineer's office, sewerage repairs and maintenance	2,560.00	1,454.00	.....	1,106.00
Lighting streets	7,460.00	4,895.66	.....	2,564.34
Sanitary department.	14,040.00	14,007.86	.....	32.14
Interest account	36,671.00	35,549.72	.....	1,121.52
Bannerman and Victoria Parks and open spaces	1,600.00	820.56	.....	779.44
Road accts. and steam road-roller	13,600.00	11,057.45	.....	2,542.55
Arrears water (irrecoverable) . . . . .	.....	3,310.05	3,310.05	.....
Long Bridge ($\frac{1}{2}$ cost to date) . . . . .	.....	480.13	480.13	.....
Public water - closets and street pumps . . . . .	.....	431.30	431.30	.....
Fish markets . . . . .	.....	398.62	398.62	.....
Southside roads . . . . .	.....	430.42	430.42	.....
Paving streets . . . . .	.....	5,006.89	5,006.89	.....
	\$99,344.00	\$100,584.01	\$12,528.45	\$11,288.68

THOMAS MITCHELL,
Chairman St. John's Municipal Council.
 P. W. KELLY, *Secretary.*

REPORT—MUNICIPAL COUNCIL.

John's Municipal Council for year to 31st Dec., 1892.

Sources.	Estimated revenue.	Actual revenue.	Over.	Under.
Water and sewerage assessments	\$40,000.00	\$22,737.42	.....	\$17,262.58
Lighting and sanitation, Southside, and Penitentiary grants.	8,600.00	8,400.00	.....	200.00
Coal duties and watering vessels	23,000.00	22,819.91	.....	180.09
Road grants.....	5,600.00	4,879.46	.....	720.54
Insurance Co's special tax.....	585.00	.....	.....	585.00
Crown rents.....	2,600.00	270.48	.....	2,329.52
Auctioneers' license fees	500.00	350.00	.....	150.00
Insurance Co's tax.....	3,000.00	1,850.00	.....	1,150.00
Carts, carriages, & horse tax.....	2,400.00	1,625.64	.....	774.36
Billiard tables.....	100.00	20.00	.....	80.00
Banks	1,000.00	1,000.00	.....	.....
Gas, Telephone, & Telegraph Companies. . . .	1,200.00	800.00	.....	400.00
Electric Light Co.....	200.00	200.00	.....	.....
Vacant land assessment.	1,000.00	.....	.....	1,000.00
Commercial agents' tax.	1,000.00	.....	.....	1,000.00
Steamships tax.....	2,000.00	164.86	.....	1,835.14
Assessments outside of water limits.....	3,000.00	.....	.....	3,000.00
Pedlers' tax .....	.....	120.00	120.00	.....
Platform scales.....	.....	5.00	5.00	.....
	\$95,785.00	\$65,242.77	\$125.00	\$30,667.23

E. & O. E.,

J. SYME,

General Accountant Municipal Council.

St. John's, 31st December, 1892.

REPORT—MUNICIPAL COUNCIL.

*Estimated Expenditure of St. John's Municipal Council for
the year 1893 (continued).*

<i>Amount brought forward</i>		\$17,517 00
<i>Fire Company's department,—</i>		
Superintendent Dunn	\$500 00	
Engineer	450 00	
Driver	400 00	
Watchmen	1,800 00	
Grants to fire companies	900 00	
Horses' maintenance	400 00	
Coal, oil, waste, etc	400 00	
Daniel Reardon	100 00	
		4,950 00
<i>Engineers' department,—</i>		
Town engineer	1,800 00	
Assistant engineer	720 00	
Stationery, instruments, etc	250 00	
		2,770 00
<i>Lighting streets,—</i>		
42 arc lights at \$130 per annum	5,460 00	
1 arc light, additional	160 00	
1 arc light, Penitentiary	200 00	
South side lights	800 00	
Additional probable lights	500 00	
Kero. oil and gas lamps	100 00	
6 incandescent lights, each \$40	240 00	
		7,460 00
<i>Sanitary department,—</i>		
Inspector's salary	600 00	
Sub-inspectors	720 00	
Stableman	400 00	
Drivers and sweepers	8,500 00	
Horses' keep	2,500 00	
New horses	600 00	
Repairs of carts, sleighs, etc	600 00	
Saddlery account	300 00	
		14,220 00
<i>Forwarded</i>		\$46,917 00

REPORT—MUNICIPAL COUNCIL.

*Estimated Expenditure of St. John's Municipal Council for
the year 1893 (concluded).*

<i>Amount brought forward</i>		\$46,917 00
<i>Parks,—</i>		
Bannerman—keeper	\$400 00	
labour	200 00	
plants and shrubs	200 00	
Victoria—keeper	400 00	
labour	200 00	
plants and shrubs	200 00	
		<hr/> 1,600 00
<i>Road accounts,—</i>		
Roads, east and west	12,000 00	
Roads, south side	600 00	
Road inspectors	1,000 00	
		<hr/> 13,600 00
<i>Storekeeper,—</i>		
For year's salary		480 00
<i>Interest,—</i>		
For year, say		39,000 00
Total estimated expenditure		<hr/> <u>\$101,597 00</u>

THOMAS MITCHELL,
Chairman St. John's Municipal Council.
P. W. KELLY, *Secretary.*

REPORT—MUNICIPAL COUNCIL.

*Estimated Revenue of St. John's Municipal Council for the
year 1893.*

Water assessment	\$25,000 00
Sewerage assessment	5,000 00
Lighting and sanitation	8,000 00
Coal duties and watering vessels	22,000 00
Road grants	5,527 00
Insurance companies' special tax	585 00
Rents Crown property	2,000 00
Auctioneers' license fees	400 00
Insurance companies' fees	2,000 00
Carts', carriages', and horses' fees	2,000 00
Assessment outside Water Co's limits	3,000 00
Penitentiary light	200 00
South side lights	400 00
Billiard tables	100 00
Banks	1,000 00
Gas, Telegraph, and Telephone Co's	1,200 00
Electric Light Co	200 00
Vacant land assessment	1,000 00
Steamships tax	400 00
Total estimated revenue	<u>\$80,012 00</u>

THOMAS MITCHELL,
Chairman St. John's Municipal Council.
P. W. KELLY, *Secretary.*

VOTES FOR ROADS AND BRIDGES.

On the roads in the district of St. Barbe.....	\$2,225 00
On the road from Shoe Cove to LaScie	100 00
On the road from Tilt Cove to Round Harbor.....	75 00
On the road from Round Harbor to Snook's Arm.....	75 00
On the road from Snook's Arm to Bett's Cove	50 00
On the road from Bett's Cove to Rouge Harbor... ..	90 00
On the road from Rouge Harbor to Northwest Arm.....	65 00
On the road from Little Bay Mines towards Indian Brook.	500 00
On the road from Jackson's Arm to King's Cove.....	100 00
On the road from Jackson's Cove to Birchy Cove and Colchester.....	65 00
On the road from Southern Harbor, Little Bay Islands, to Sullian's Cove	50 00
On the road from Lushe's Bight to Ward's Harbor, half to be expended from Lushe's Bight, and half from Ward's Harbor	100 00
On the road from Fortune Harbor to Cottrell's Cove, half to be expended from Fortune Harbor and half from Cottrell's Cove.....	100 00
On the road from New Bay Head to Fortune	40 00
On the road from Exploits to Sergeant's Cove	40 00
On the road from Black Island Tickle to Kier's Cove... .	57 00
On the road from Moreton's Harbor to Chance Harbor...	60 00
On the road from Moreton's Harbor to Western Head....	115 00
On the road from Tizzard's Harbor to Carter's Cove.....	100 00
On the road from Tizzard's Harbor to Moreton's Harbor, half to be expended from Tizzard's Harbor and half from Moreton's Harbor.....	100 00
On the road from Jenkin's Cove to French Beach.....	50 00
On the Rink road leading from the Congregational Church to Bluff Head Cove.....	100 00
On the road from Twillingate to Bluff Head.....	50 00
On the road from Gillard's Cove round Kettle Cove, connecting Purcell's Harbor.....	250 00
On the road across the marsh between Little Harbor and Purcell's Harbor.....	50 00

VOTES FOR ROADS AND BRIDGES.—continued.

On the road from Little Harbor to Jones' Cove.....	\$30 00
On the road from Durrell's Arm to Cawjack's Cove	30 00
On the road from Twillingate to Little Harbor	100 00
On the road from Twillingate to Long Point	50 00
On the road from Hare Bay to Fogo.....	75 00
On the road from Barr'd Islands to Fogo and Seldom-Come-By.....	178 00
On the road from Shoal Bay to Fogo main line.....	75 00
On the road from Tilton Harbor to Joe Batt's Arm, one hundred dollars to be expended from Tilton Harbor, and twenty dollars to be expended from Joe Batt's Arm.....	120 00
On the road from Seldom-Come-By to Fogo, half to be expended from Seldom-Come-By and half from Fogo	327 00
On the road from Rocky Bay to Gander Bay, half to be expended from Rocky Bay and half to be expended from Gander Bay.....	74 00
On the road from north side of Ragged Harbor to north side of Apsey Cove, inclusive.....	100 00
On the road from Cat Harbor to Musgrave Harbor, half to be expended from Cat Harbor and half from Musgrave Harbor.....	200 00
On the road from Cape Freels to Cat Harbor	100 00
On the road from Cape Freels to Greenspond.. ..	700 00
On the road from Shambler's Cove to New Harbor and Indian Bay	200 00
On the road from Greenspond to English Harbor, or on Landing Place near English Harbor.....	150 00
On the road from Salvage Bay to Alexander Bay	100 00
On the road from Salvage to Happy Adventure	100 00
On the road from Southern Bay to Goose Bay	50 00
On the road from Plate Cove to the head of Southern Bay	500 00
On the road from Southern Bay to Goose Bay, <i>via</i> Sweet Bay	200 00

VOTES FOR ROADS AND BRIDGES.—continued.

On the road at Riverhead, Southern Bay, towards Muddy Cove	\$100 00
On the road from Indian Arm to Trinity, half to be expended from Indian Arm and half from Trinity	400 00
On the road from Plate Cove towards Brown's Marsh.....	125 00
On the road from Open Hall towards Brown's Marsh.....	100 00
On the road from Brown's Marsh towards King's Cove ...	125 00
On the road from Tickle Cove to Plate Cove.....	200 00
On the road from King's Cove to Tickle Cove.....	200 00
On the road from King's Cove to Trinity, half to be expended from King's Cove and half from Trinity.....	800 00
On the road at Black Head Bay, to be spent at the head of the Bay where most required... ..	350 00
On the road from Amherst Cove to Catalina, one hundred and fifty dollars to be expended from Catalina, and one hundred and fifty dollars from Amherst Cove... ..	300 00
On the road from Bonavista to Catalina.....	360 00
On the road from Bonavista to Bird Island Cove.....	100 00
On the road from Bird Island Cove to Catalina.....	300 00
On the road from Catalina to Trinity.....	720 00
On the road from Trinity to British Harbor	500 00
On the road from Heart's Ease to Butter Cove.....	60 00
On the road from Chance Cove to Dildo	700 00
On the road from South Dildo to New Harbor	100 00
On the road from New Harbor to Broad Cove Station....	200 00
On the road from New Harbor to Heart's Content.....	900 00
On the road from New Harbor to Spaniard's Bay.....	330 00
On the road from Green's Harbor to Harbor Grace, and connecting Spaniard's Bay road.....	600 00
On the Glover road, Trinity Bay end	300 00
On roads in and about Whitbourne.....	500 00
On the road from Colinet towards Hodge Waters.....	1,500 00
On the road from Heart's Delight to Carbonear	200 00
On the road from New Perlican to Carbonear	1,200 00
On the road from New Perlican to Lead Cove.....	775 00
On the road from Lead Cove to Grate's Cove.....	325 00

VOTES FOR ROADS AND BRIDGES.—continued.

On the road from Old Perlican to Island Cove.	\$400 00
On the road from Old Perlican to Bay-de-Verde.	200 00
On the road from Grate's Cove to Bay-de-Verde.	200 00
On the road from Bay-de-Verde to Red Head.	100 00
On the road from Bay-de-Verde to Carbonear.	1,250 00
On the road from Salmon Cove Bridge to Heart's Content road.	300 00
On the road from Carbonear to Brigus.	1,000 00
On the road from Harbor Grace to Upper Island Cove . . .	200 00
On the road from Upper Island Cove to Tilton.	130 00
On the road from Tilton to Brazil's Hill	50 00
On the road from Tilton to Spaniard's Bay.	120 00
On the road from Spaniard's Bay to Bishop's Cove.	200 00
On the Central road, Bay Roberts.	600 00
On the Agricultural road, Coley's Point	400 00
On the road from Hall's Town to Snow's Pond	200 00
On the branch road from Brigus Main Line to Nine Island Pond	150 00
On the road from the Goulds and on Long Harbor road. . .	150 00
On the road from Brigus to Quigley's.	800 00
On the road through Cat's Cove, Collier's, and Bacon's Cove	150 00
On the road from Salmon Cove Gasters	100 00
On the road from Holyrood through Seal Cove.	100 00
On the road from Holyrood to Witless Bay, half to be ex- pended from Holyrood and half from Witless Bay.	650 00
On the road from Manuel's to Price's, Topsail road.	100 00
On the road from Topsail to Horse Cove.	75 00
On the road from Portugal Cove to Pouch Cove, <i>via</i> Bauline	300 00
On the road from Torbay to Bauline.	250 00
On the road from city limits to Portugal Cove.	500 00
On the roads from city limits to Cape St. Francis	700 00
On the road from city limits to Quigley's	200 00
On the Thorburn road	100 00

VOTES FOR ROADS AND BRIDGES.—continued.

On the Kenmount road to Topsail	\$300 00
On the road south side St. John's	200 00
On the South side road extension	500 00
On the road from city limits to Cape Spear	300 00
On the road from Old Placentia road to Topsail road	200 00
On the road from city limits to Goulds	500 00
On the roads from Goulds to Renews	1,200 00
On the road from Trepassey to Renews, half to be expended by respective districts of Placentia and Ferryland	1,000 00
On the road from Holyrood to Placentia	1,000 00
On the road from Placentia to Little Placentia and Fox Harbor	400 00
On the road from Little Placentia towards Long Harbor	100 00
On the road from Placentia to Cape Shore	1,000 00
On the road from Branch to Distress	500 00
On the road from Trepassey to St. Shott's and Cape Pine	350 00
On the road from Holyrood to St. Mary's	200 00
On the road from Salmonier to St. Mary's	700 00
On the road on Western Shore, Placentia Bay	300 00
On the road from Burin to Grand Bank	2,200 00
On the road from Burin to Garnish, half to be expended by the respective districts of Burin and Fortune Bay	490 00
On the road from Grand Bank to Garnish, half to be expended by the respective districts of Burin and Fortune Bay	200 00
On the road from Bay L'Argent to Baine Harbor, thence to Rushoon, half to be expended by the respective districts of Fortune Bay and Placentia and St. Mary's	1,000 00
On the road from Harbor Briton to Belleoram, half to be expended from Harbor Briton and half from Belleoram	550 00
On the road from St. John's Bay to Wreck Cove	225 00
On the road from Belleoram to St. Jacques	100 00
On the road from Miller's Passage to Little Bay	225 00

VOTES FOR ROADS AND BRIDGES.—continued.

On the road from Harbor Briton to Connaigre Bay	\$300 00
On the road from Gaultois to Connaigre Bay	100 00
On the road from Gaultois to Piccaire	50 00
On roads in Bay D'Espoir	220 00
On road from Hermitage Cove to Pass Island	300 00
On roads in district of Burgeo and LaPoile	1,900 00
On roads in the district of St. George	2,584 00
On the northern mail route	2,000 00
On the main roads where most required	6,000 00
	<hr/>
	<u>\$57,305 00</u>

VOTES FOR ROADS AND BRIDGES.—concluded.

For the road service in the district of St. Barbe	\$2,288	13
For the road service in the district of Twillingate	5,739	15
For the road service in the district of Fogo	2,291	55
For the road service in the district of Bonavista	6,104	77
For the road service in the district of Trinity	6,454	66
For the road service in the district of Bay-de-Verde	3,320	36
For the road service in the district of Carbonear	1,971	76
For the road service in the district of Harbor Grace	4,747	62
For the road service in the district of Port-de-Grave	2,731	40
For the road service in the district of Harbor Main	3,142	85
For the road service in the district of St. John's East	7,105	87
For the road service in the district of St. John's West	5,216	20
For the road service in the district of Ferryland	2,001	86
For the road service in the district of Placentia and St. Mary's	4,378	24
For the road service in the district of Burin	3,098	39
For the road service in the district of Fortune Bay	2,623	66
For the road service in the district of Burgeo and LaPoile	2,213	23
For the road service in the district of St. George	2,268	30
	<hr/>	
	\$67,698	00
	<hr/>	

REPORTS OF INCORPORATED COMPANIES.

Report of the Cashier of the Newfoundland Savings Bank, for the year ending 31st Dec., 1892.

Amount of deposits on 31st Dec., 1892	\$3,033,356 07	
Amount of deposits on 31st Dec., 1891	2,460,683 83	
	Increase	\$572,672 24
Amount deposited during year 1892	\$1,237,072 02	
Amount withdrawn during year 1892	664,399 78	
Amount received from interest on investments of all kinds		102,107 52
which account is closed as follows:—		
Amount of interest paid depositors in 1892	\$71,922 66	
“ salaries, directors, stationery, etc.	6,812 63	
“ rent of offices and water rates	856 24	
“ Har. Grace branch disbursements	750 00	
“ Heart's Content ditto	121 55	
“ Little Bay ditto	106 60	
“ Placentia ditto	101 60	
“ balance to reserve account	21,436 24	
	102,107 52	
Reserve account, as follows:—		
Balance from 1891	\$878 84	
Profits for the year	21,436 24	
	22,315 08	
To sinking fund	21,429 46	
balance to 1893	885 62	
	22,315 08	

REPORTS OF INCORPORATED COMPANIES.

*Report of the Cashier of the Newfoundland Savings Bank, for
the year ending 31st Dec., 1892 (continued).*

The assets, as follows:—

Cash in Union Bank	\$1,369,876 58	
Colonial debentures	1,228,937 81	
Commercial Bank	406,625 30	
Municipal Council acct. Gen. Water Co.	1,600 00	
Mortgages	28,200 00	
Discounts and loans	4,796 00	
Harbor Grace Water Co. debentures	8,100 00	
Harbor Grace Water Co. running account	8,000 00	
Carbonear Water Co. stock	7,106 00	
		3,063,241 69

Contra :

Deposits	3,033,356 07	
Sinking fund	29,000 00	
Reserve account	885 62	
		3,063,241 69

Statement of sinking fund to 31st
Dec., 1892 :

Amount transferred from reserve account to credit of sinking fund in 1879, in ac- cordance with Act 42 Vict., cap. 20	100,000 00
Amount transferred in following 13 years to Dec. 31, 1892	229,942 77
	\$329,942 77
Less applied to liquidation of Colonial de- bentures, Feb., 1881	\$100,482 07
Ditto ditto 1887	100,031 24
Ditto 31st Dec'r, 1891	100,429 46
	300,942 77
Now to credit of sinking fund	\$29,000 00

W. V. WHITEWAY, }
JAS. ANGEL, } *Directors.*
E. P. MORRIS, }

E. D. SHEA,
Cashier.

REPORTS OF INCORPORATED COMPANIES.

*Report of the Cashier of the Newfoundland Savings Bank, for
the year ending 31st Dec., 1892 (concluded).*

Classification of deposits :—

2,949 accounts under	\$200
1,238 accounts from \$200 to	500
580 accounts from 500 to	1,000
405 accounts from 1,000 to	2,000
142 accounts from 2,000 to	3,000
36 accounts from 3,000 to	4,000
39 accounts from 4,000 to	5,000
51 accounts over	5,000

5,440

Harbor Grace branch shows 551 depositors ; amount	\$200,440	11
Heart's Content " 90 depositors ; amount	11,633	51
Little Bay " 73 depositors ; amount	11,510	01
Placentia " 21 depositors ; amount	3,015	98

REPORTS OF INCORPORATED COMPANIES.

*General Statement of the Commercial Bank of Newfoundland,
30th June, 1892.*

DR.

To proprietors for capital stock	\$306,000 00
notes of this Bank in circulation	447,119 00
	<hr/>
	753,119 00
due to sundries on current accounts, deposit re- ceipts, etc	1,468,253 92
to dividend at 9 per cent	\$27,540 00
of which the one half was paid Dec., '91	13,770 00
	<hr/>
	13,770 00
bonus, 1 per cent	3,060 00
reserve fund	165,000 00
balance unappropriated	17,754 71
	<hr/>
	<u>\$2,420,957 63</u>

CR.

By specie in the vault in gold and silver coin	\$167,683 39
notes of and cheques on other banks	28,399 01
	<hr/>
	\$196,082 40
debenture bonds, Dominion of Canada and other se- curities, including interest due thereon, etc	341,885 44
local bills discounted, bills of exchange on hand, amounts due from other banks, etc	1,858,989 79
bank premises, with iron safes, office furniture, land adjoining with the brick buildings erected thereon	24,000 00
	<hr/>
	<u>\$2,420,957 63</u>

REPORTS OF INCORPORATED COMPANIES.

General Statement of the Commercial Bank of Newfoundland, 30th June, 1892 (concluded).

Average amount of notes in circulation and specie on hand in each month of the year ending 30th June, 1892 :—

Months.	Notes.	Specie.	Months.	Notes.	Specie.
1891			1892		
July	437,439	179,497	January	550,719	171,613
August	459,856	174,899	February	507,977	171,981
September	490,326	170,302	March	483,058	172,389
October	552,605	169,934	April	484,354	170,722
November	628,271	169,918	May	510,879	171,825
December	603,037	171,292	June	467,802	171,600
		Average for the year...		514,694	172,324

We, the undersigned directors of the Commercial Bank of Newfoundland, hereby certify, 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, 1892.

J. GOODFELLOW,
A. F. GOODRIDGE,
E. J. DUDER,
JAMES S. PITTS.

NEWFOUNDLAND, }
St. John's, }
To wit: } Henry Cooke, of St. John's, Newfoundland, Man-
} ager of the Commercial Bank of Newfoundland,
} maketh oath that the within statement is just
and true to the best of his knowledge and belief.

HENRY COOKE, *Manager.*

Sworn before me at St. John's, this
8th day of July, 1892.

J. G. CONROY, *J. P. for Nfld.*

REPORTS OF INCORPORATED COMPANIES.

General Statement of the affairs of the Union Bank of Newfoundland for the year ending 31st May, 1893.

	DR.	
Liabilities,—		
To proprietors' capital		\$456,000 00
reserve fund		340,000 00
profit and loss (undivided profit)		6,428 43
bank notes in circulation		562,370 00
due by bank, including deposits at interest, payable in January and July only on receiving 15 days' notice		2,291,435 11
dividend No. 74, of 6 per cent. for half year ending 30th Nov., 1891	\$27,360 00	
dividend No. 75, of 6 per cent. for half year ending 31st May, 1892	27,360 00	
bonus No. 74, of \$3 per share, for year ending 31st May, 1892	13,680 00	
	\$68,400 00	
Less dividend to 30th Nov. last paid	27,360 00	
		41,040 00
		\$3,697,273 54

	CR.	
Assets,—		
By specie in the vault of the bank		\$245,282 93
notes of other banks		1,105 00
bills discounted, loans, etc		2,730,557 66
balances due by banks and funds available in 15 days		704,327 95
bank premises, iron safes, and furniture		16,000 00
		\$3,697,273 54

REPORTS OF INCORPORATED COMPANIES.

General Statement of the affairs of the Union Bank of Newfoundland, year ending 31st May, 1893 (concluded).

Average amount of notes in circulation and specie on hand for each month of the year ending 31st May, 1892 :—

Months.	Circulation.	Specie.	Months.	Circulation.	Specie.
1891					
June	486,693	256,274			
July	478,418	252,910	1892		
August	479,384	246,696	January	594,735	240,196
September	501,594	244,822	February	558,471	242,236
October	591,195	237,991	March	546,063	245,286
November	686,778	231,863	April	597,312	243,851
December	636,475	237,076	May	583,152	246,457
		Average	for the year	561,689	243,804

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.

ROBERT THORBURN,
W. B. GRIEVE,
W. J. S. DONNELLY.

NEWFOUNDLAND, }
St. John's, }
To wit: } JAMES GOLDIE, of St. John's, Manager of the
and true to the best of his knowledge and belief. Union Bank of Newfoundland, maketh oath
and saith that the within statement is just

JAMES GOLDIE, *Manager.*

Sworn before me at St. John's, the
14th day of June, 1892.

D. W. PROWSE, *Stip. Mag., Nfld.*

REPORTS OF INCORPORATED COMPANIES.

Statement of the Canada Life Assurance Company for 1892.

Statement referred to in the Life Insurance Companies' Act, 1888, of
Newfoundland.—CANADA LIFE ASSURANCE COMPANY, of Hamilton,
Ont., 31st Dec., 1892

Assets of the company	\$13,077,129 82
Liabilities of the company	10,921,817 00
Amount of capital stock	1,000,000 00
Amount paid thereon	125,000 00
Of what the assets of the company consist, viz: (see schedule A, annexed.)	
Total of premiums received during the year...	1,720,436 86
Number and amount of policies issued during the year; No. 2,582	6,201,011 00
Amount of claims on company during the year.....	771,726 69
Expenses of management, agency, etc	304,448 17
Total amount of premiums received during the year in Newfoundland	27,918 07
Number and amount of policies issued in Newfound- land; No. 45	84,000 00
Number and amount of policies that have become claims in Newfoundland during the year; No. 5.	10,000 00
Amount at risk on total policies issued in Newfound- land	804,823 00
Amount of losses paid during the year in Newfound- land	10,000 00
Amount of losses due and unpaid	none.
Losses adjusted and not due.....	none.
Losses in suspense and waiting further proof.....	none.
Losses the payment of which is resisted, and for what cause	none.
All other claims against the company	none.

REPORTS OF INCORPORATED COMPANIES.

*Statement of the Canada Life Assurance Company for 1892
(continued).*

A.—THE CANADA LIFE ASSURANCE COMPANY.

List of assets as at 31st Dec., 1892.

Cash on hand, \$43.93, and in banks, \$67,209.83		\$67,253 76
Mortgages on real estate, value in account		4,054,444 51
Debentures value in account (par value) :—		
City	\$306,312 14	
County	84,373 34	
Township	176,859 61	
Town	704,815 58	
Village	522,406 66	
Rolling stock company	101,000 00	
Loan companies	150,000 00	
Dorchester bridge company	6,000 00	
Railway bonds	20,955 75	
Street railway bonds	473 97	
Cotton companies bonds	301,000 00	
Water works	425,000 00	
United States Government bonds	127,250 00	
		<hr/>
		2,926,447 05
Stocks, bank		639,539 30
Loan companies stock		40,243 00
Railway companies stock		307,222 16
Dominion Telegraph Co. stock		5,723 50
Gas companies stock		121,396 39
Nfld. Government inscribed stock		50,535 13
Loans on policies		1,259,936 63
Loans on stocks, etc		2,057,727 67
Real estate, head office, branches, etc		864,951 67
Liens on half credit policies in force		101,361 68
Ground rents (present value)		850 56
Office furniture		7,139 10
Suspense account, balance of items awaiting arrangement		584 16
		<hr/>
<i>Carried forward</i>		\$12,505,356 27

REPORTS OF INCORPORATED COMPANIES.

Statement of the Canada Life Assurance Company for 1892 (concluded).

<i>Brought forward</i>		\$12,505,356 27
Other assets:—		
Cash in agents' and others' hands, including receipts held by them for premiums which have since been accounted for	\$227,814 71	
Half yearly and quarterly premiums secured on policies and payable within nine months	131,371 73	
	\$359,186 44	
Deduct 10 per cent. for cost of collection	35,918 64	323,267 80
Accrued interest on debentures, etc..		248,505 75
		\$13,077,129 82

CANADA LIFE ASSURANCE COMPANY,
Hamilton, Ontario, March 22nd, 1893.
Audited and approved.

(Sgd.) G. M. J.

NEWFOUNDLAND, }
St. John's, } I, GEORGE M. JOHNSON, of St. John's, aforesaid,
To wit: } barrister, make oath and say: 1. I am a partner in
the law firm of "Whiteway & Johnson," the agents
in St. John's of the Canada Life Assurance Company; 2. The contents
of the schedules hereto annexed, initialled by me G. M. J., are correct
and true to the best of my knowledge and belief.

Sworn before me at St. John's, aforesaid,
this 4th day of April, A. D., 1893.

J. G. CONROY, *J. P.*

GEO. M. JOHNSON.

REPORTS OF INCORPORATED COMPANIES.

Equitable Life Assurance Society of the United States; Newfoundland Report, 1892.

Assets of the society	\$153,060,052 01
Liabilities	121,870,236 52
Capital stock	100,000 00
Amount paid thereon	100,000 00

ASSETS.—INVESTMENTS :

House and landed property	38,035,149 19
Loans on bond and mortgage (first lien)	21,983,944 02
Collateral loans secured by bonds and stocks (market value, \$7,676,206) .	5,913,500 00
Book value of bonds, stocks, and other securities absolutely owned.	66,469,339 61
Deposited in Trust Cos. at interest .	6,708,012 63
Cash in banks at interest	3,583,163 84
Cash on hand and in process of trans- mission (since received)	1,970,842 82
Agents' and other secured balances..	1,312,080 04
Commuted commissions	595,317 20
	146,571,349 35

OTHER ASSETS :

Interest and rents due and accrued..	234,909 88
Market value of bonds and stocks over book value	3,448,896 28
Deferred premiums, being the balance of the year's premiums when paid semi-annually or quarterly	2,359,810 00
Outstanding premiums	445,086 50
	6,488,702 66

Total assets

\$153,060,052 01

Total amount of premiums received during the year, including consid- eration for annuities	34,046,568 39
Number of policies issued during the year	62,940 00

REPORTS OF INCORPORATED COMPANIES.

Equitable Life Assurance Society of the United States; Newfoundland Report, 1892 (concluded).

Amount of insurance during the year.....	\$200,490,316 00
Amount of claims during the year ..	10,461,982 75
Total expenses of management, including agency expenses, commissions, etc	7,298,059 92

IN NEWFOUNDLAND :

Total amount of premiums received during the year (est'd) ..	31,395 00
Number of policies issued.....	. 65
Amount of insurance issued	96,478 00
Number of policies in force.....	352
Total amount of risk.....	805,007 00
Number and amount of policies that have become claims during the year	1,000 00
Amount of losses due and unpaid....	none.
Amount of losses adjusted and not due	none.
Amount of losses resisted.....	none.
All other claims against the society..	none.

NEWFOUNDLAND, } I, JAMES AUGUSTUS CLIFT, of St. John's, in the
 St. John's, } Island of Newfoundland, aforesaid, agent to the
 To wit : } Equitable Life Assurance Society of the United
 States of America, do solemnly declare that, according to the best of my knowledge and belief, the foregoing statement is correct and true in every particular.

J. AUGUSTUS CLIFT, *Agent.*

Sworn before me at St. John's, in the Island of Newfoundland, this 18th day of March, A. D., 1893.

J. G. CONROY, *J. P.*

REPORTS OF INCORPORATED COMPANIES.

Statement of the Mutual Life Insurance Co. of New York.

Assets	\$175,084,156	61
Liabilities	159,915,922	67
Amount of capital stock ..	none ; purely mutual	
Total amount of premiums received during 1892	32,047,765	34
Number of policies issued during 1892	57,186	
Amount of policies issued during 1892 ..	162,929,748	00
Amount paid policy-holders during 1892	19,386,532	46
Expenses of management during 1892	7,419,611	08

BUSINESS IN NEWFOUNDLAND, 1892.

Amount of premiums received	32,047	26
Number of policies issued	95	
Amount of policies issued ..	119,000	00
Amount of policies in force	706,600	00
Number of policies that have become claims	3	
Amount of policies that have become claims	4,000	00
Amount of losses paid	4,000	00
Amount of losses due and unpaid	none.	
Losses adjusted and not due	none.	
Losses in suspense and waiting further proof	none.	
Losses resisted	none.	
Other claims against the company	none.	

I hereby certify the above statement to be true and correct to the best of my knowledge and belief.

A. S. RENDELL, *Agent.*

Declared before me at St. John's,
this 27th June, 1893.

D. W. PROWSE, *Stip. Mag., Nfld.*

REPORTS OF INCORPORATED COMPANIES.

Statement of the Standard Life Assurance Company.

Schedule referred to in the Life Insurance Companies' Act of Newfoundland, 1888, Victoria 51, cap. 25 :

	sterling.
Total amount of premiums during year in Nfld.	£2,176 11 1
Number and amount of policies issued in Nfld., 5..	1,875 0 0
Number and amount of policies that have become claims in Newfoundland during the year, 3	2,041 13 4
Amount at risk on total policies issued in Nfld., 105	61,675 0 0
Amount of loans paid during the year in Nfld.	none.
Amount of losses due and unpaid	none.
Losses adjusted and not due	none.
Losses the payment of which is resisted and for what cause	none.
All other claims against the company	none.

HENRY J. STABB, *Agent, St. John's, Nfld.*

31st December, 1892.

NEWFOUNDLAND, St. John's.

Personally appeared before me, this day, Henry J. Stabb, and made oath that the foregoing statement is correct and true in every particular.

J. G. CONROY, *J. P.*

St. John's, 14th day of February, A.D., 1893.

REPORTS OF INCORPORATED COMPANIES.

*Annual Report of Avalon Steamship Company (limited) for
the year ending 31st May, 1893.*

Amount of capital subscribed.....	\$108,000 00
Amount of capital paid in.....	108,000 00
Amount of debts due the company.....	nil.
Amount of debts due by the company... ..	nil.

T. R. JOB, *President*,

S. E. JOB, *Director*.

GEO. A. HUTCHINGS, *Director*.

WILLIAM C. JOB, *Director and Secy.*

St. John's, Newfoundland, July 18th, 1893.

*Annual Report of the Colonial Cordage Company (limited) for
the year ending 31st Dec., 1892, as required by 36 Vic.,
cap. 8, section 22.*

Amount capital subscribed.....	\$124,000 00
Amount capital paid in	124,000 00
Debts due to company.....	24,018 88
Debts due by company.....	81,365 77

St. John's, Newfoundland, 30th June, 1892.

We certify the foregoing statement to be correct.

M. MONROE, *President*.

ROBT. THORBURN, *Vice-President*.

EDWIN DUDER, *Director*.

WILLIAM C. JOB, *Director*.

F. C. ALDERDICE, *Secretary*.

Declared before me, this 8th day of
March, A.D., 1893, at St. John's.

D. W. PROWSE, *Stip. Mag. for Nfld.*

REPORTS OF INCORPORATED COMPANIES.

Annual Report of the Harbor Grace Water Company.

The directors of the company beg leave to transmit, for the information of the Government, a statement of their affairs for the past financial year, which shows a balance in the hands of the treasurer of eighty-two dollars and five cents (\$82.05), after the payment of \$3,220 to the stock-holders as interest and \$400 to the Newfoundland Savings Bank for interest on money loaned on sewerage account, viz : \$8,000 at 5 per cent., besides which there is not much more than the ordinary and necessary expenditure of the company and for the sustentation of the fire brigade, with the exception of \$437.87 paid to satisfy award, lawyers' fees, etc., at the suit of Thomas Mitchell, for alleged damage done to his house, etc., by the works of the company. We contended that no damage was done ; no land was taken. We regard it as a most outrageous affair, and which caused us great embarrassment.

The directors have much pleasure in stating that the works of the company are in full and satisfactory operation, yielding an abundant supply of water throughout the various streets ; also that the embankment is firm and secure, without a leak, and appears likely to continue so for a long time ; it never was in such good and substantial condition before.

They have, etc.,

JOHN PATERSON, *Vice-President.*

C. WATTS, *Secretary.*

REPORTS OF INCORPORATED COMPANIES.

*Annual Report of the Masonic Hall Joint Stock Company
(limited) for the year ending 31st Dec., 1892.*

Amount of capital	\$30,000 00
Amount of capital paid in	23,510 00
Amount of debts due to the company	168 00
Amount of debts due by the company	none.

W. V. WHITEWAY, *President.*
A. M. MACKAY, *Vice-President.*
C. S. PINSENT, *Treasurer and Secy.*
M. MONROE.
GEO. A. HUTCHINGS.
JAMES GORDON.
JAMES BAIRD.

St. John's, Newfoundland.

I hereby certify that the above is a correct statement.

C. S. PINSENT, *Secretary.*

Sworn before me, this 8th day
of February, A.D., 1893.

J. G. CONROY, *J. P.*

REPORTS OF INCORPORATED COMPANIES.

*Annual Report of the Monroe Fibre Company (limited) for
year ending 31st Dec., 1892.*

Capital	\$269,280 00
Capital paid up	135,120 00
Debts due by company	18,088 42
Debts due to company	57,752 34

St. John's, Newfoundland, 30th April, 1892.

We certify the foregoing statement to be correct.

M. MONROE, *President.*
JNO. MONROE, *Vice-President.*
J. H. MONROE, *Director.*

NEWFOUNDLAND,
Central District,
St. John's :

FREDERICK C. ALDERDICE, of St. John's, Secretary of the Monroe Fibre Company, maketh oath and saith that the foregoing statement is correct.

F. C. ALDERDICE.

Sworn before me, at St. John's, this
4th day of April, A. D., 1893.

J. G. CONROY, *J. P.*

REPORTS OF INCORPORATED COMPANIES.

Annual Report of the Newfoundland Boot and Shoe Manufacturing Company (limited) for the year ending 31st December, 1892, as required by 36 Victoria, cap. 8, section 22.

Capital subscribed	\$72,000 00
Capital paid in	72,000 00
Amounts due company	31,244 25
Amounts due by company	23,767 69

JAMES BAIRD, *President.*

M. MONROE, *Vice-President.*

JAMES S. PITTS, *Secretary.*

ALEXANDER TAYLOR, *Director.*

JOHN STEER, *Director.*

JOHN B. AYRE, *Director.*

J. GOODFELLOW, *Director.*

St. John's, Newfoundland, January 11th, 1893.

I hereby certify the above statement to be correct.

JAMES S. PITTS.

Sworn before me at St. John's, this

12th day of January, A. D., 1893.

J. G. CONROY, *J. P.*

Statement of the Newfoundland Coastal Steamship Company (limited) for the year 1892.

Capital stock	\$155,000 00
Capital paid in	155,000 00
Liabilities	69,374 19
Due to the company	10,838 99

I, A. J. HARVEY, Secretary of the Newfoundland Coastal Steamship Company (limited), make oath and say that the foregoing statement is correct.

A. J. HARVEY.

Sworn before me, at St. John's, this 27th

day of March, A. D., 1893.

J. G. CONROY, *J. P.*

REPORTS OF INCORPORATED COMPANIES.

*Annual Report of the Newfoundland Consolidated Foundry
Company (limited) for the year ending Dec. 31, 1892.*

Amount of capital subscribed	\$80,000 00
Amount of capital paid in	80,000 00
Amount of debts due by company	none.
Amount of debts due to company	1,891 75

J. GOODFELLOW, *President.*
 JAMES BAIRD, *Vice-President.*
 KENNETH R. PROWSE, *Director.*
 ALEXANDER TAYLOR, *Director.*
 JAMES ANGEL, *Director.*
 JNO. T. GILLARD, *Director.*
 W. P. WALSH, *Director.*

St. John's, Newfoundland.

I hereby certify that the above statement is correct.

KENNETH R. PROWSE, *Secretary.*

KENNETH R. PROWSE maketh oath and saith that the foregoing account contains a correct and true statement of the affairs of the said company.

Sworn to at St. John's, the 2nd
 Feb., 1893, before me.

D. W. PROWSE, *Stip. Mag., Nfld.*

REPORTS OF INCORPORATED COMPANIES.

Annual Report of the St. John's, N. F., Floating Dry Dock Company, for the year ending 31st Dec., 1892, as required by 36 Vic., cap. 8, section 22.

Capital subscribed	\$22,000 00
Capital paid up	22,000 00
Amounts due company	83 75
Amounts due by company	nil.

GEORGE A. HUTCHINGS, *President.*

JAMES GORDON, *Director.*

J. GOODFELLOW, *Director.*

E. R. BOWRING, *Director.*

St. John's, Newfoundland, January 26, 1893.

I do hereby certify and declare that the foregoing statement is correct and true in every particular.

WILLIAM N. GRAY, *Secretary.*

Declared before me, at St. John's, this
1st February, 1893.

D. W. PROWSE, *Stip. Mag., Nfld.*

REPORTS OF INCORPORATED COMPANIES.

Statement of Newfoundland Graving Dock, April 1st, 1893.

DR.

March—To management and office.....	\$241 66	
dock labor.....	235 40	
engine room.....	257 25	
expense account.....	8 00	
dock supplies.....	1 04	
		743 35
Balance.....		1,451 85
		\$2,195 20
March 1—To balance on hand.....		
	\$94 64	
31—To Union Bank.....	675 06	
		\$769 70

CR.

March 1—By balance.....		\$1,673 11
storage.....	\$122 09	
wharfage.....	400 00	
		522 09
		\$2,195 20
March—By sundries.....		
	\$5 30	
management and office.....	24 66	
dock labor.....	235 40	
engine room.....	192 00	
expense.....	6 00	
		680 36
Balance.....		89 34
		\$769 70

REPORTS OF INCORPORATED COMPANIES.

Newfoundland Graving Dock Statement (concluded).

UNION BANK.

DR.

March 1—To balance	\$1,073 54
	<hr/>
	<u>\$1,073 54</u>

Outstanding bills :

Shea & Co ..	\$20 00	
P. Rogerson & Son	120 00	
Harvey & Co	159 92	
Terra Nova B. & E. Works	150 00	
S. S. <i>Virginia Lake</i> and owners	226 90	
S. S. <i>Grand Lake</i> and owners	281 88	
S. S. <i>Glenmorven</i> and owners	400 00	
	<hr/>	
		<u>\$1,358 70</u>

CR.

March 31—By chg., \$2	\$675 06	
balance	398 48	
	<hr/>	
		<u>\$1,073 54</u>

Liabilities :

T. J. Edens. . .	\$9 97	
G. S. Milligan	6 70	
Bowring Brothers	11 00	
M. Morey & Co	346 00	
M. Monroe	3 25	
James Angel & Co	47 75	
	<hr/>	
		<u>\$424 67</u>

REPORTS OF INCORPORATED COMPANIES.

*Annual Statement of the Newfoundland Screw Steam Tug
Company (limited) to Dec. 31. 1892.*

Amount capital	\$25,000 00
Amount capital paid in	15,200 00
Liabilities :	
Debts due to the company	none.
Debts due by the company	none.

THOS. R. SMITH, *President.*

H. E. HAYWARD.

KENNETH R. PROWSE.

I hereby certify that the above statement is correct.

JOHN GREEN, *Secretary.*

Newfoundland: Sworn before me, this
2nd day of February, A.D., 1893.

J. G. CONROY, *J. P., Stip. Mag., Nfld.*

*Statement of the Newfoundland Steam Sealing and Whaling
Company (limited), for year ending 31st Dec., 1892.*

Amount of capital stock	\$82,400 00
Amount of capital paid up	82,400 00
Amount of debts due by the company	6,024 65
Amount of debts due to the company	none.

ROBERT THORBURN, *President.*

JAMES BAIRD, *Director.*

J. OUTERBRIDGE, *Director.*

M. MONROE, *Director.*

St. John's: Robert Thorburn, President of the above-named company, maketh oath and saith that the foregoing statement is correct and true.

ROBERT THORBURN.

Sworn before me, at St. John's, aforesaid, this
6th day of March, A.D., 1893.

D. W. PROWSE, *Stip. Mag., Nfld.*

REPORTS OF INCORPORATED COMPANIES.

*Annual Report of St. John's Electric Light Company (limited),
for the year ending 31st January, 1893, as required by 36
Vic., chap. 8, section 22.*

Amount of capital subscribed	\$46,400 00
Amount of capital paid in	46,400 00
Amount of debts due the company	1,291 08
Amount of debts due by the company	12,680 24

St. John's, May 4th, 1893

M. MONROE, *President.*

W. B. GRIEVE, *Vice-President.*

E. J. DUDER, *Director.*

JOHN STEER, *Director.*

JAMES S. PITTS, *Secretary.*

I hereby certify the above statement to be correct.

JAMES S. PITTS.

Sworn before me, at St. John's, this
5th day of May, A. D., 1893.

J. G. CONROY, *J. P.*

REPORTS OF INCORPORATED COMPANIES.

*Annual Statement of the St. John's Gas Light Company, for
the year ending 31st March, 1893.*

Capital subscribed	\$48,000 00
Capital paid up	48,000 00
Debts due by company	none.
Debts due company	4,881 89

May 19th, 1893.

JAMES BAIRD, *President.*
 EDGAR BOWRING, *Vice-President.*
 DAVID SCLATER, *Director.*
 JAMES GORDON, *Director.*
 ROBERT H. PROWSE, *Director.*
 JAS. B. SCLATER, *Director.*
 HENRY A. BOWRING, *Director.*
 W. H. RENNIE, *Secretary.*

NEWFOUNDLAND,
 St. John's,
 S.S. :

WILLIAM H. RENNIE, of St. John's, the Secretary afore-named,
 maketh oath and says that the foregoing statement is correct and true.

W. H. RENNIE,

Sworn before me, at St. John's, aforesaid,
 this 13th day of June, A.D., 1893.

J. G. CONROY, *J. P.*

REPORTS OF INCORPORATED COMPANIES.

*Annual Report of the St. John's Nail Manufacturing Company
(limited) for year ending 31st December, 1892, 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	7,388 98
Amount of debts due to company	292 57

M. MONROE, *President.*
 J. S. PITTS, *Vice-President.*
 JOHN B. AYRE, *Secretary.*
 JAS. ANGEL, *Director.*
 E. R. BOWRING, *Director.*
 A. F. GOODRIDGE, *Director.*
 EDWIN J. DUDER, *Director.*

St. John's, Newfoundland, January, 1893.

I hereby certify that the above statement is correct.

JOHN B. AYRE, *Secretary.*

Sworn before me, at St. John's, this 9th
day of February, 1893.

J. G. CONROY, *J. P.*

REPORTS OF INCORPORATED COMPANIES.

*Annual Report of the Townships Timber and Land Company
(limited) for the year ending Dec. 31st, 1892.*

Capital subscribed	\$11,000 00
Capital paid up	10,900 00
Amounts due to the company	1,594 50
Amounts due by the company	1,716 19

R. BOND, *President.*

M. MONROE, *Secretary.*

W. V. WHITEWAY, *Director.*

JAS. J. CALLANAN, *Director.*

February 28, 1893.

I hereby certify the above statement to be correct.

M. MONROE, *Secretary.*

Declared before me, at St. John's,
this 2nd March, A. D., 1893

D. W. PROWSE, *Stip. Mag., Nfld.*

REPORT—FIRE DEPARTMENT.

Report of John R. McCowen re Fire Department.

THE HON. ROBERT BOND,
Her Majesty's Colonial Secretary,—

SIR,

In accordance with instructions, I have the honour to forward, for the information of His Excellency the Governor in Council, the result of my observations and enquiries into the organization, equipments, and water-supply of the respective fire departments in the cities as I consecutively visited them during a recent tour through the Dominion of Canada and the United States.

HALIFAX, NOVA SCOTIA.

Population, 38,000.—Fire department: three steam fire-engines, one chemical engine, two hook and ladder trucks, twelve hose carriages, eight hose sleighs, 7,200 feet of cotton and rubber hose, twelve station houses, nine horses, one hundred and thirty members (fourteen paid full time). Gamewell system of telegraph fire-alarm from thirty-six street boxes.

Annual expenses of department, \$9,500. Water-supply system, gravity; pressure, twenty-five to seventy pounds; three hundred and forty-three hydrants.

MONCTON, NEW BRUNSWICK.

Population, 9,000.—Fire department: two steam fire-engines, one hand engine, one hook and ladder truck with Bangor extension ladders, etc., three hose waggons, three hand reels, one salvage waggon maintained by the underwriters, one hose sled, 7,000 feet of good cotton hose. Membership, forty-six—paid part time, and divided into four companies. Telegraph fire-alarm from fourteen street boxes. Annual expenses, \$5,500.

Water-supply system, gravity and reservoirs; pressure, eighty pounds; fifty hydrants.

REPORT—FIRE DEPARTMENT.

QUEBEC, CANADA.

Population, 63,000.—Fire department: twelve steam fire-engines, six chemical extinguishers, three hook and ladder trucks, one ariel truck, fourteen hose waggons, 10,000 feet of cotton hose, twenty-six horses, fifty paid men. Gamewell system of fire-alarm from one hundred street boxes. Annual expenses, \$36,000.

Water-supply system, gravity; pressure, domestic, fifty to eighty-five; fire, eighty-three to one hundred pounds; two hundred and sixty hydrants.

MONTREAL.

Population, 216,000.—Fire department: nine steam fire-engines, two chemical engines, thirty-six chemical extinguishers, six hook and ladder trucks, four ariel trucks, twenty-two hose waggons, two salvage waggons, 25,000 feet of cotton hose, one hundred and sixty paid members, sixteen stations, eighty-six horses. Gamewell system of fire-alarm from one hundred and ninety-three street boxes. Annual expenses of department, \$165,000; nine salvage men paid by underwriters.

Water-supply system, pumping to reservoirs; pressure, fire, thirty to one hundred and eighty-seven pounds; 1,440 hydrants.

TORONTO, CANADA.

Population, 144,000.—Fire department: six steam fire-engines, two chemical engines, four chemical extinguishers, four hook and ladder trucks, one ariel truck, eleven hose carriages, four hose waggons, 15,000 feet of good hose, thirty horses, one hundred and twenty-eight paid men. Gamewell system of fire-alarm from one hundred and fifty street boxes. Annual expenses, \$170,000.

Water-supply system, pumping to reservoirs; pressure, sixty to ninety-five pounds; 2,708 hydrants.

NIAGARA FALLS, ONTARIO.

Population, 4,000.—Fire department: two steam fire-engines, one hook and ladder truck, two hose carriages, 2,800 feet of hose, fifty members (twelve paid part time).

Water-supply system, direct pumping from river; pressure, ninety to one hundred and twenty pounds; forty-two hydrants.

REPORT—FIRE DEPARTMENT.

LONDON, CANADA.

Population, 32,000.—Fire department: three steam fire-engines, one hose and ladder truck, five hose carriages, 5,000 feet of hose, nineteen paid men, eight horses. Telegraph alarm from forty-eight street boxes. Annual expenses, \$15,800.

Water-supply system, pumping to reservoirs; pressure, eighty pounds; three hundred and sixty-nine hydrants.

DETROIT, UNITED STATES.

Population, 200,000.—Fire department: eighteen steam fire-engines, four chemical engines, thirty-six chemical extinguishers, six hook and ladder trucks, two ariel trucks, eleven hose carriages, seven hose waggons, five supply waggons, 40,000 feet of hose, one hundred and twenty-five horses, two hundred and thirty-eight paid men. Telegraph alarm system from two hundred and seventy-two street boxes. Annual expenses of department, \$341,000.

Water-supply system, pumping; pressure, thirteen to thirty pounds; 1,968 hydrants.

CHICAGO.

Population, 1,099,000.—Fire department: seventy-two steam fire-engines, two hand engines, twenty-three chemical engines, seventy-five chemical extinguishers, nineteen hook and ladder trucks, one hundred hose carriages, one water tower, three fire boats, 120,000 feet of hose, four hundred and twenty-one horses, nine hundred and ninety men (all paid). Gamewell system of fire-alarm from 2,000 street boxes. Annual expenses, \$1,400,000.

Water-supply system, direct pumping; pressure, thirty pounds; 11,836 hydrants.

NEW YORK.

Population, 1,500,000.—Fire department: sixty-three steam fire-engines, five chemical engines, one hundred and fifty chemical extinguishers, twenty-three hook and ladder trucks (of which six are ariel), sixty-three hose tenders, forty-one waggons, three water towers, three fire boats, 200,000 feet of cotton and rubber hose, three hundred and sixty-three horses, 1,000 men (all paid), three hundred and eighty-one stations, fifty-four engine companies, twenty-two hook and ladder companies, three floating engine companies, one Hull floating engine. Fire patrol incorporated and managed by insurance companies, viz: one

REPORT—FIRE DEPARTMENT.

hundred and twenty-five men and four stations. Gamewell and Pierce & Jones telegraph alarm from five hundred and seventy-three street boxes, and twenty-seven special. Annual expenses of department, \$2,134,000.

Water-supply system, gravity and pumping ; pressure, five to forty pounds ; 9,000 hydrants.

BROOKLYN, NEW YORK.

Population, 800,000.—Fire department: thirty-two steam fire-engines, fifty-six chemical extinguishers, ten ariel trucks, twenty-one hose carriages, eighteen hose waggons, one fire boat, 40,000 feet of hose, one hundred and sixty-six horses, six hundred and eight paid men. Gamewell system of alarm from four hundred and sixty-one street boxes, and one hundred and twenty-one private boxes. Annual expenses of department, \$912,167.

Water-supply system, pumping to reservoirs ; pressure, forty pounds ; 4,251 hydrants.

JERSEY CITY, NEW YORK.

Population, 163,000.—Fire department: twelve steam fire-engines, two chemical engines, twenty-four chemical extinguishers, five hook and ladder trucks, thirteen hose carriages, 20,000 feet of hose, fifty-five horses, twenty-two stations, one hundred and ninety-seven paid men. Gamewell system of fire-alarm from one hundred and three street boxes. Annual expenses of department, \$130,000.

Water-supply system, gravity and pumping to reservoirs ; pressure, fifteen to forty-five pounds ; 1,690 hydrants.

YONKERS, NEW YORK.

Population, 32,000.—Fire department: three steam fire-engines, six chemical extinguishers, two hook and ladder trucks, twelve hose carriages and one truck, 7,000 feet of hose, seven stations. Gamewell system of police and fire-alarm combined ; thirty-seven street boxes ; membership, three hundred and fifty-six volunteers to assist police, and are divided into ten companies. Annual expenses \$5,000.

Water-supply system, pumping to tank, reservoirs, and direct ; pressure, one hundred and twenty-seven pounds ; four hundred and fifty hydrants.

REPORT—FIRE DEPARTMENT.

BOSTON, U. S.

Population, 449,000.—Fire department: forty-seven steam fire engines, eleven chemical engines, one hundred chemical extinguishers, thirteen hook and ladder trucks, seven ariel trucks, forty-six hose carriages, forty supply waggons, one fire boat, two water towers, 70,000 feet of hose, and 5,500 feet for chemical engines, two hundred and seventeen horses, seven hundred and sixty-two paid men. Gamewell system of fire-alarm from five hundred and thirty street boxes. Annual expenses, \$900,000.

Water-supply system, gravity and pumping to reservoirs; pressure, thirty to eighty pounds; 6,800 hydrants.

PORTLAND, U. S.

Population, 36,000.—Fire department: seven steam fire engines, three hook and ladder trucks, one ariel truck, six hose carriages, ten hose waggons, two fire boats, 30,000 feet of cotton hose, twenty-three horses and twelve stations; membership, one hundred and forty-one; paid full time, twenty-one. Gamewell system of alarm from fifty-seven boxes.

Water-supply system, gravity; pressure, thirty-five to sixty-five pounds; three hundred and seven hydrants.

BANGOR, U. S.

Population, 20,000.—Fire department: three steam fire-engines, two hook and ladder trucks, five hose carriages, 8,000 feet of cotton hose, sixteen horses. Membership, ninety-five; paid full time, four; part time, ninety-one. Gamewell system of fire-alarm from twenty-nine street boxes and four stations. Annual expense, \$20,000.

Water-supply system, pumping to stand pipes; pressure, eighty to one hundred pounds; fifty-three hydrants.

ST. JOHN, NEW BRUNSWICK.

Population, 38,000.—Fire department: six steam fire-engines, two hand engines, two chemical extinguishers, three hook and ladder trucks, five single hose waggons, one double hose waggon, six hose sleds, two carts, one express waggon, seven spare hose carts and reels, 10,000 feet of cotton hose; twenty-four horses are owned by fire department, and one horse and waggon, fully equipped, are maintained

REPORT—FIRE DEPARTMENT.

for the salvage corps and fire police by the underwriters ; seven engine houses and two hook and ladder stations. Gamewell system of alarm from fifty-nine street boxes ; six alarm bells and four tower strikers, four miles of copper wire and thirty miles of common wire, all operated automatically by a batter of two hundred and eighty cells. Membership, eighty-two ; paid part time, fifty-seven ; paid full time, twenty-five. Annual expenses, \$35,000—including city of Portland.

Water-supply system, gravity and reservoir ; pressure, forty to fifty pounds ; three hundred and thirty-five hydrants.

ST. JOHN'S, NEWFOUNDLAND.

Population, 30,000.—Fire department: one steam fire engine, weighing 5,600 lbs. ; capacity, only two hundred and fifty gallons per minute ; requires ten minutes to get up full steam ; two worn-out hand engines, one of which is on Southside, with about two hundred and fifty feet of old leather hose, and a few lengths of ladders ; three old extension ladders, seven hand hose reels, seven sleds, about 2,000 feet of cotton hose (1,000 feet ordered from England), one old coal-supply hand waggon, two horses, sixty volunteer members, eight men paid full time. Annual expenses, about \$7,000. No life-saving appliances.

Water-supply system, gravity ; pressure, twenty to one hundred pounds, but when full supply is on there is no pressure in the higher parts of the city.

EFFICIENCY OF THE DEPARTMENT.

It is not my duty to report on the manner in which our fire department has been and is still being managed, but having inspected all the stations and their appliances, I must say that the brigade is disgracefully equipped. They have not a solitary modern appliance capable of saving life, or even to contend with any serious fire.

Is this wretched condition of our fire department the fault of the men comprising the brigade? Certainly not. It is absolutely the culpable supineness of those in authority, whose bounden duty it is to see that the fire department is efficiently equipped.

We have as good a working body of men in our fire brigade as any city in the Dominion of Canada or the United States could produce. I can personally, after an experience of upwards of twenty years, bear testimony to the dauntless and heroic manner in which those men have

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worked at fires ; and the community is deeply indebted to their self-sacrificing efforts for successfully preventing and controlling serious fires in the past. But even to the men themselves it must be apparent that the time has now arrived when we ought to have a permanent and paid organization. The maintenance of the fire department in the highest possible state of efficiency receives the first and paramount consideration of the governing authorities in every city and town which I visited. The property-holders and underwriters alike demand this. It would take too long to recount all the minute details of discipline, drill, and equipments which combine to make the whole brigade an efficient and well organized body. Even in the little town of Pictou, N. S., with a population of less than 4,000, they have two steam fire engines, one hand engine, two hook and ladder trucks, five hose carriages, with a membership of seventy men, some of whom are paid.

In the cities of Montreal, Toronto, and New York the chiefs of the fire brigades very kindly had sections of their men and horses put through their exercises for me, and fully demonstrated the agility and work which they exact from their men from the moment the alarm is received until they return from a fire to their stations. I had ample and practical proof of the high state of efficiency of some of the fire brigades, as I was present with them at large fires in the cities of Detroit, Chicago, New York, Brooklyn, and Boston.

TELEGRAPH FIRE-ALARM SYSTEM.

Every city, and, in fact, every little town has its telegraph system of fire-alarm, and from the moment the alarm is received a few seconds only elapse until the men and horses are dashing off to the fire.

Therefore the importance of a system of prompt and definite alarms cannot be over estimated, as the loss of a few minutes after the discovery of a fire often means the loss of thousands of dollars' worth of property, and sometimes loss of human life. The fact of a man on the outbreak of a fire having to run to a fire-station, or even to go to a telephone office and call up some one along the line and talk the fact of the existence of a fire to him, and then rely on him to communicate to others, or ring an alarm-bell, is, in this age, simply absurd.

A city may be possessed of a good water supply and a well-organized fire department ; but, without the telegraph, neither is available at

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the time when it would prove most valuable. With the telegraph alarm system, the usefulness of the fire department is increased in a ratio which makes the cost of the telegraph insignificant in comparison.

The Gamewell fire telegraph alarm is the system chiefly in use in almost every city in Canada and the United States.

The following is how the alarm is given and received: The party who first discovers the fire runs to the nearest signal box and, obtaining a key, which is readily accessible, he opens the outer door of the box and pulls down the hook (which is plainly in sight) once only, and lets go. Before he can turn his back upon the box its clock-work is set in motion, and an alarm is being sounded upon the little bells in every signal box, the gongs in the engine-houses, and, if desired, upon town bells.

Every alarm is repeated four times. Now the localities of the boxes being well understood by the firemen, they run direct to that box from which the alarm originates, and no time is lost in locating the fire.

The advantages secured by adopting the fire alarm telegraph are that it furnishes to every person the means near at hand, in case of fire, for giving an instantaneous and definite alarm. It saves the first ten, twenty, or thirty minutes' time after the discovery of a fire, which is inevitably lost when the ordinary means of creating an alarm is relied upon.

It saves the necessity of turning out the entire fire brigade at every alarm of fire, as that section only which is stationed in the district nearest the signal-box from which an alarm is sounded need respond. In case of accident or riot, by the use of a code of signals, it may be used by the police to summon assistance. It is, in fact, an indispensable adjunct to a well-organized fire brigade.

FIRE APPARATUS.

The terrible conflagration of July last, and the recent frequent occurrence of dangerous fires, evidence the urgent necessity for providing increased appliances for arresting the progress of fire, and also in methods of preventing and speedily extinguishing a fire before it has made much headway.

Although this city has a fair water-supply, yet it will have to be

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supported by an auxiliary power at the time of any serious outbreak, especially in the central and higher parts of the town, and at the Southside.

We therefore require two light but powerful steam-engines of the "La Mance" description: one of six hundred and the other of five hundred gallons capacity per minute; also a chemical engine of about one hundred gallons capacity.

Experience has shown that it is comparatively easy to deal with flames when just started, whereas afterwards the energies of the whole fire department may be taxed to arrest their progress.

Chemical engines and hand fire-extinguishers are coming into use largely in all fire departments. By their use the unavoidable destruction of property by water is obviated in a great measure, and surely every appliance which will diminish the destruction of property should be availed of. The departments are organized to save property from destruction by fire, and if the means used are almost as destructive as the fire itself, other means should be adopted, and by so doing, the record of losses would be materially reduced. I personally witnessed the great advantage of a chemical fire-engine at a fire in Chicago. Two men only—the driver and a hose man—are required to successfully work one.

HOSE WAGGONS.

Hand hose reels are not used by any well-organized fire department, as they have long since been superseded by horse hose waggons.

The moment the alarm of fire is received, the men hitch in the horses and jump on the waggon, which is also supplied with fire extinguishers, etc., and within a few seconds are at the scene of the fire. We require for our fire department one double and two single waggons, also 7,000 feet of 2½-inch cotton hose, together with all the necessary appliances.

HYDRANTS.

The style and description of hydrants in use in this city are positively a disgrace. They should be immediately removed and replaced by the "Beaumont" cast-iron hydrant, each of which has two or three 2½-inch hose outlets. This description of hydrant is simple, ornamental, durable, frost-proof, inexpensive, and in efficiency unapproach-

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able. The valves are of the best gun metal, and all hydrants are tested to two hundred pounds hydraulic pressure. They deliver a stream of water of great volume and force.

RECOMMENDATIONS.

Having taken into consideration the best means of providing immediate improved facilities for having a thoroughly organized fire department in connection with this city, I beg to recommend as follows:

1st. That the present volunteer fire brigade be disbanded, and a permanent staff of twenty-two men (all told) be organized and equipped with proper uniform and accoutrements;

2nd. That the new brigade be divided into three divisions, viz: A, or Central; B, or Eastern; C, or Western;

3rd. That the Central, or A division, be the headquarters, and equipped with one steam fire-engine, one hook and ladder truck, one extension ladder, one hose double waggon and tender, 1,000 feet of 2½-inch cotton hose, nine horses, and ten men;

4th. That the Eastern and Western divisions each be equipped with one steam fire-engine, one extension ladder, one hose single waggon and tender, 1,000 feet of 2½-inch cotton hose, four horses, and six men;

5th. That two sub-stations be established within the Central division;

6th. That one sub-station be established within the Eastern division;

7th. That four sub-stations be established within the Western division;

8th. That all stations be in telephonic communication with headquarters;

9th. That the fire department be fully equipped in every particular, and that all the horses be supplied with the improved system of quick-hitching harness;

10th. That three Fire Commissioners be appointed, invested with full legal power to order, in their or his discretion, the pulling down of any building, or other erection, for the purpose of checking the progress of any fire;

REPORT—FIRE DEPARTMENT.

11th. That the said commissioners, the chief of the fire department, and officers in charge of divisions, have full legal power to compel all persons present at any fire to assist in staying the progress of the flames, and to obey every reasonable order and direction, under a heavy penalty for refusing to do so. Such assistance to be paid for at a specified rate per hour ;

12th. That the chief of the fire brigade have sole command and control over all officers and members of the fire department, and over all other persons who may be present at fires ; to direct the means for arresting the flames, and for the observance of the laws, ordinances, and regulations relating to fires ;

13th. That the various local agencies of fire insurance companies be compelled to contribute towards the annual maintenance of the fire brigade in proportion to the amount insured on property within the city ;

14th. That with a view to efficiently equipping, organizing, and drilling the men and horses, the temporary services, for at least six months, of an experienced officer from the Montreal fire department be obtained.

I herewith submit plan of the city, shewing the divisions with their sub-stations, together with the suggested locations of the street and fire-alarm telegraph boxes. I also submit an estimate, in detail, of the cost of thoroughly equipping the proposed fire department, together with an estimate of the annual cost of maintenance.

In conclusion, I beg to say that there are many details and additional improvements which will be required, and although at first the outlay may seem large, a great deal of it will be recouped to property-holders, who are the taxpayers, by the reduction of the present very high rates of insurance premiums and fire risks in this city.

I have the honour to be, Sir,

Your very obedient servant,

JOHN R. McCOWEN.

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Estimated annual cost of proposed Fire Department in connection with Police Force.

1 chief officer	\$800 00
2 district officers, \$600 each	1,200 00
1 telegraph operator and repairer	500 00
3 engineers, \$500 each ..	1,500 00
15 men at \$450 each	6,750 00
*8 horses, foraging and shoeing, \$200 each	1,600 00
Uniforms and insurance	1,000 00
Fuel and light	500 00
Incidentals	150 00
	<hr/>
Annual maximum cost	<u>\$14,000 00</u>

Allocation of Districts, and how manned.

Central station	22 policemen	10 firemen	9 horses.
Eastern station	14 policemen	6 firemen	4 horses.
Western station	14 policemen	6 firemen	4 horses.
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Total force	50 policemen	22 firemen	17 horses.

*The cost of maintaining nine horses in the central station is not included in the above estimate, as the men and horses would also be available for mounted police and ambulance work.

REPORT—FIRE DEPARTMENT.

Estimated annual cost of proposed Fire Department as a separate organization from Police Force.

1 chief officer	\$1,400 00
3 district officers, \$600 each.....	1,800 00
1 clerk.....	800 00
1 telegraph operator and repairer.....	500 00
3 engineers, \$500 each ...	1,500 00
26 firemen, \$450 each	11,700 00
3 fire commissioners	600 00
17 horses, foraging, shoeing, etc., \$200 each.....	3,400 00
Fuel and light.....	1,550 00
Uniforms and insurance.....	1,750 00
Incidentals	1,000 00
	<hr/>
Annual maximum cost.....	<u>\$26,000 00</u>

Allocation of Stations, and how manned.

- Central station—15 firemen, 9 horses, 2 engines, 1 double hose-waggon, 1 hook and ladder truck.
- Eastern station—10 firemen, 4 horses, 1 engine, 1 single hose-waggon, 1 hook and ladder truck.
- Western station—10 firemen, 4 horses, 1 engine, 1 single hose-waggon, 1 hook and ladder truck.
- Total force—35 firemen, 17 horses, 4 engines, 3 hose waggons, 3 hook and ladder trucks.

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Estimated cost of thoroughly equipping proposed Fire Department in a highly efficient condition.

3 station-houses for men, and 17 horses	\$12,000 00
2 steam fire-engines of 500 and 600 gallons capacity	6,000 00
1 chemical engine on wheels and fire extinguishers	2,000 00
Gamewell telegraph fire-alarm system	2,500 00
3 chain winding extension ladders, 40 feet long each	330 00
3 chain winding extension ladders, 50 feet long each	375 00
6 small Oregon pine ladders, 30 to 40 feet long	240 00
12 Siamese connections	120 00
12 hose pipes with patent nozzles	120 00
24 spanners or hose wrenches	24 00
24 fire axes with pike heads	60 00
24 hand-hooks with six-foot poles	90 00
12 plaster-hooks with 6-foot poles	60 00
1 life-saving net	100 00
3 electric light wire shears	75 00
9 Pompier ladders	280 00
20 life-belts	300 00
3 Detroit door-openers	60 00
3 iron roof cutters	36 00
6 double patent swinging, quick-hitching harness	700 00
8 single patent swinging, quick-hitching harness	700 00
3 hose waggons, tenders, and sleds	1,000 00
6 horses at \$300 each	1,800 00
Hose, etc	1,330 00
	<hr/>
	<u>\$30,000 00</u>

REPORT—HALIFAX CONFERENCE.

Proceedings at Halifax Conference.

Pursuant to arrangement, delegates representing the Governments of Canada and Newfoundland, respectively, met in the Legislative Council Chamber at Halifax on the 9th November, 1892, at 11 o'clock.

There were present the Honourable MacKenzie Bowell, Honourable J. A. Chapleau, and Honourable Sir John Thompson, K.C.M.G., representing the Government of Canada, and the Honourable Sir William Whiteway, K.C.M.G., Honourable A. W. Harvey, and Honourable Robert Bond, representing the Government of Newfoundland.

The delegates thereupon filed their credentials. (See appendices, 1, 2, 3 and 4.)

The Conference was organized by the selection of Sir William Whiteway as Chairman, and Mr. Douglas Stewart, of the Department of Justice, Ottawa, as Secretary.

It was agreed that the following subjects should be considered by the Conference :—

1. The Convention between Newfoundland and the United States, known as the Bond-Blaine Convention ;
2. The bait question ;
3. The imposition of a tariff on Newfoundland fish by the Canadian Government, and the tariff of Newfoundland on Canadian products ;
4. The boundary between Canadian Labrador and Newfoundland, and collection of duties at Labrador ;
5. The status of Newfoundland fishermen on the coast of Canadian Labrador, and the status of Canadian fishermen on the coast of Newfoundland ;
6. The fees collected from the United States vessels under the *modus vivendi* for licenses in 1888 and succeeding years.

It was understood that the conclusions which might be arrived at by the Conference should be *ad referendum* to the respective Governments.

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It was agreed that the sessions of the Conference should begin at 10 o'clock a.m. and 3 o'clock p.m. each day until the Conference should conclude.

LABRADOR.

The question of the Labrador boundary was first considered.

Mr. Bowell explained that the present grievance was one more particularly relating to Customs exactions than one in connection with location of the boundary. While Minister of Customs, his attention had been called to the report of Lieut. Gordon, R.N., in which it was stated that traders who supplied the coast of Labrador, and who usually made Rigoulette their first port of call, were required by the Newfoundland Customs officials to make entry there and pay duty on the full cargo, although a portion of the cargo was intended for consumption in Canadian territory. This system was said to apply more particularly to supplies for the Labrador coast in the vicinity of Ungava Bay.

Sir William Whiteway said that it seemed to him that the Newfoundland Customs officials would only exact duty upon such goods as may be reported for entry at the port in Newfoundland territory to which they may be consigned; that this was more of a matter between the traders or importers and the Customs officials than one for the consideration of the respective Governments. He pointed out that the Canadian Government had full power to exact Customs duties on all goods entering their territory at Ungava Bay or elsewhere, even though they had previously paid duty at Rigoulette, and that the Customs officer at Rigoulette had no instructions to exact duties on goods other than those entered for consumption in Newfoundland territory.

Mr. Harvey stated that he had never heard of the grievance before, and that he was quite sure that the Customs officer on the coast of Labrador had no authority to act in the manner which had been alleged.

Mr. Bond repudiated any desire on the part of the Newfoundland Government to permit such a practice.

REPORT—HALIFAX CONFERENCE.

Mr. Bowell replied that, while it was satisfactory to learn that no instructions had been given by the Newfoundland Government to its officers to collect Customs duties upon goods the ultimate destiny of which was for consumption in Canada, it was important to know whether such duties had been collected and passed to the credit of the Newfoundland revenue. It would be seen by reference to the reports of Lieut. Gordon of 1884 and 1886 that this had been done; whether through error on the part of Newfoundland Customs officials or not was not known. In confirmation of what he had said, he might mention the fact that Mr. Parmelee, Commissioner of Customs of Canada, had, during the past summer, visited some of the Hudson Bay posts on the shores of James' Bay, and had, on enquiry, learned from Hudson's Bay officers that duties had been paid by the company to Newfoundland officers upon goods destined for that portion of the Dominion on the shores of Ungava Bay, from which place they were distributed for trading purposes in the interior of that portion of Canada. If this were the case, and there did not seem to be any doubt of it, the practice should not be continued, whatever might be done in relation to such moneys as had been so collected in the past. He was scarcely prepared to accept the proposition laid down by Sir William Whiteway that this was more of a matter between the "traders or importers and the Customs officials than one for the consideration of the respective Governments." If duties had been improperly collected by the Customs officials of either Government upon goods which were for consumption in the territory of another country, it was clearly a question for the consideration of those Governments interested, and not for the trader or official. Such powers could never be recognized as existing in an officer of any Government.

Mr. Chapleau added that the Hudson's Bay officers had informed Mr. Parmelee that the Newfoundland Customs officers had collected duties at Rigoulette upon goods which were known to be for consumption in Canadian territory in the neighbourhood of Ungava Bay

The question was allowed to stand over, pending further information as to the actual practice in the past at the Newfoundland ports referred to, and the value and quantity of goods which were so entered, if any, destined for consumption in Canada.

It being agreed by the delegates from both countries that, if irre-

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gularities of the character under discussion had occurred, it was a matter of administration solely, and would be so disposed of.

With reference to the boundary question, *Sir William Whiteway* said that the delimitation was marked on a map which had been published, he understood, by authority of the Canadian Government, and was now in the Colonial Secretary's office in St. John's, and which was quite acceptable to him as shewing the true boundary.

Mr. Harvey stated that he never doubted but that the delimitation, as shewn on the map referred to, was final.

Sir John Thompson explained that the map was merely a possible boundary suggested by the geographer of the Department of the Interior at Ottawa ; that the Government of Canada had understood that the question of boundary was yet undecided.

The question of the boundary in Labrador was further discussed for some time, and an examination made of three different maps, in which different boundaries are shewn, neither of which *Sir William Whiteway* said was the map referred to by him.

BAIT QUESTION.

The bait question was then introduced by *Mr. Harvey*, who stated that he was, to a great extent, the author of the Bill, and was a member of the committee which finally prepared it. He explained that, at the time the statute was adopted, it was not intended that fishermen of Canada should be treated differently from those of Newfoundland, but that the rights of fishermen of Newfoundland or of Canada to obtain licenses was in neither case *guaranteed*.

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BOND-BLAINE CONVENTION.

Sir William Whiteway suggested that it would, he thought, be desirable that the Canadian delegates should make a statement to the Conference of the reasons which induced the Canadian Government to protest the ratification of what was known as the Bond-Blaine Convention.

Sir John Thompson reviewed the history of previous negotiations affecting the relations of the provinces of British North America with the United States, and pointed out that in the Reciprocity Treaty of 1854 (although the Maritime Provinces of British North America were not represented in the negotiations) they (Newfoundland included) were given an opportunity to avail themselves of the provisions of that treaty. Again in 1871, when the Washington Treaty was effected, it contained a similar provision in favour of Newfoundland, although Newfoundland was not represented. When an agreement was made with the administration of the United States in 1888, Newfoundland's interests were protected. Her Government was consulted at the various stages of the negotiations, and a provision was inserted requiring the consent of the Legislature of the colony. The practice had been from the earliest times, as regards negotiations between the Imperial Government and foreign countries, that the interests of all her British North American colonies should be considered together, not only as regards fisheries matters, but also regarding matters affecting trade relations. The negotiations between Mr. Blaine and Mr. Bond were well advanced before the Canadian Government had become aware of them, as it first did, through the press. Afterwards an intimation came from the British Minister at Washington that the Convention was on the point of being concluded. Canada had no opportunity of being heard, and when she asked for the option to be included in any Convention which might be made, Mr. Blaine intimated that he would negotiate for a wider treaty with Canada. He then reviewed the negotiations on the part of Canada, in conformity with Mr. Blaine's suggestion for a "wider arrangement." Negotiations had been entered upon by Canada, and it was found that the "wider" arrangement would involve conditions which it would be impossible to accept. No arrangement, in short, could be effected without discrimination against Great Britain—the practical adoption of the United States tariff—and the

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imposition of fiscal conditions which would practically give the United States the fixing of a tariff for Canada. He pointed out that the Bond-Blaine Convention would result in a discrimination against Canada, and that it was accompanied by restrictions of the rights and privileges which her fishermen had previously enjoyed, and which were not imposed on United States fishermen. He suggested that the following principles should be assented to :—

1. That Canada as well as Newfoundland should have the right to take part in such, or any negotiations which would affect the interests of both countries ;

2. That, at the very least, no Convention should be concluded which both countries should not have the option, to avail themselves of.

He quoted an address of the Legislature of Newfoundland, passed in 1852, asserting these principles in relation to negotiations for the treaty of 1854. He also referred to the decision of Her Majesty's Government to the like purport when steps were being taken to effect a separate arrangement with Prince Edward Island.

The efforts to obtain a fair arrangement with the United States were only relaxed when it was found that the conditions imposed would sow the seeds of Imperial disintegration ; and he thought that any separate arrangement, such as the Bond-Blaine Convention, would divide the hitherto united interests of British-American dependencies.

He referred to the fact that the Convention would accord to the United States fishermen privileges in Newfoundland which were denied by the Treaty of 1818, and that any abrogation of the provisions of that treaty would seriously affect Canadian fishermen. The latter would therefore suffer from the discrimination before referred to, and from the loss of the benefits of the Treaty of 1818.

Sir William Whiteway asked the Canadian delegates whether, supposing, for the sake of argument, a limited time was fixed to afford an opportunity for Canada to negotiate with the United States, and those negotiations becoming futile, they would persist in their protest against the completion of the Bond-Blaine Convention. In suggesting this question he observed that, if correct, as contended, and no doubt it was so, that the articles which under that Convention would be admitted free to the United States from Newfoundland, it would be advantageous

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to Canada to have them admitted free from there also; then if Canada could not obtain the concessions and Newfoundland could do so, would it not be beneficial to the Empire as a whole if a part could obtain the privilege, although the whole could not? Was it an evidence of friendliness for Canada to object to Newfoundland to be benefitted because Canada could not? He then went on to argue that the opening up of a new market in the United States for Newfoundland fish would indirectly be beneficial to Canada in withdrawing the fish sent to the United States from other markets.

A discussion then followed as to the articles enumerated in the Convention, and the question of crude minerals having been mentioned,

Mr. Bond stated that, although it was not stipulated in the draft Convention submitted to Sir Julian Pauncefote by Mr. Blaine, it was thoroughly understood that crude minerals should be admitted in the event of a resolution of approval being adopted by the Boston Chamber of Commerce. This resolution of approval had been adopted, and he (Mr. Bond) had communicated such to Sir Julian Pauncefote, and suggested the insertion of the words.

Sir William Whiteway, reviewing concisely the position of Newfoundland, her fisheries, and the disabilities under which she laboured consequent upon the French Treaty Question, repeated his question and asked whether, in view of all circumstances, in the event of Canada failing to secure a reciprocal arrangement for herself within a given time, she would persist in her refusal to acquiesce in a Convention secured by Newfoundland.

Sir John Thompson thought that the Canadian delegates should hardly be asked to make a pledge in advance. It would only be fair to see what the grounds might be on which equal arrangements would be refused to Canada, assuming that they were to be refused. If they were refused on the ground of Canada's fidelity to the interests of the Empire, Canada could not be blamed for asking that the protection of Her Majesty's Government should be still extended to her people against a Convention which would injure their interests.

Sir William Whiteway contended that Canada would not be injured, but Newfoundland would be benefitted by the Bond-Blaine Convention.

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Mr. Harvey reviewed the circumstances which led up to the Bond Blaine Convention. He stated that in all previous negotiations, more particularly those of 1854, 1871, and 1888, Newfoundland was not represented. That while it was true that she was given the option of becoming a party to such arrangements as had been effected, yet it was equally true that her interests had been sacrificed in each case; that she had watched with interest the negotiations made in 1888 between Canada and the United States, and attributed their failure not to diverse trade interests so much as to other questions in dispute between the two countries. He considered that the failure of 1888 was due almost entirely to the irritated state of public feeling in the United States with reference to such questions as the "Canal Tolls" and "Behring Sea" difficulty.

In view of this, it was thought desirable by the Government of Newfoundland to enter into negotiations on her own account. With this in view, she made application and eventually received the consent of the Imperial Government to enter upon such negotiations. The result of these negotiations was entirely satisfactory to the Government of Newfoundland, and, as he believed, not inimical to the interests of Canada. He considered it rather unjustifiable on the part of the Canadian Government that they should refuse to allow Newfoundland to profit by these privileges simply because Canada could not participate. He lucidly pointed out the peculiar position in which Newfoundland was placed on account of the fact that she had only one great industry; that her chief industry had been crippled by the aggressiveness of the French in asserting their alleged rights, which had virtually driven Newfoundland fish from the markets of Europe. He submitted that Canada did not afford any market at present for the products of Newfoundland, the herring trade with the Province of Quebec having been crowded out by the development of the frozen fish trade of the Maritime Provinces of Canada. In this extremity Newfoundland had looked to the almost unlimited markets of the United States, and had met with a very satisfactory response. He referred to ~~this~~ as corroborating his previously expressed opinion that the United States was not unwilling to enter into reciprocal arrangements with British colonies with which no outside vexed questions were pending. He referred to Sir John Thompson's statement that, in the tra-

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ditions regarding the treatment of the fisheries in British North America, they had always been considered the property of the Empire and not the property of the provinces to which they were adjacent. In this connection he pointed out that this usage had first been violated by Canada when, in 1885, she adopted a statute which gave authority to levy duty upon fish imported from Newfoundland, while Canadians had the undisputed right to fish in all Newfoundland waters and take the fish there caught by them into the Dominion without payment of duties. In view of this fact he contended that it hardly became Canada to attribute to Newfoundland a violation of the traditional usage. He appealed to the Canadian delegates to act with justice and generosity, and to endeavour to appreciate the peculiar position in which Newfoundland is at present placed.

Sir John Thompson replied that, while it was true that the statute of 1885 applied to all countries, including Newfoundland, it was not to be forgotten that that Act had not been put into operation until after the "Bait Act" had been adopted by the Legislature of Newfoundland, and, in fact, not until after the Bond-Blaine Convention had been negotiated. He considered this a sufficient answer to the suggestion of Mr. Harvey that Canada had taken the first step toward the violation of the long-established usage referred to.

Mr. Bond handed in the following returns presented by the Customs department of Newfoundland, being from the 1st January to 31st December in each respective year:—

Calendar years.	Imports from Canada.	Imports from U. States.	Exports to Canada.	Exports to U. States.
1882	\$2,126,840	\$2,214,733	\$404,090	\$308,722
1883	2,340,138	2,839,302	397,176	589,673
1884	2,150,016	2,145,928	332,675	291,137
1885	2,040,547	1,955,278	231,173	196,796
1886	1,937,605	1,671,810	195,245	288,453
1887	1,986,229	1,337,322	312,084	258,057
1888	2,041,144	1,602,138	482,497	327,925
1889	2,076,258	1,615,143	489,367	485,202
1890	2,423,319	1,247,754	631,104	452,100
1891	2,499,945	1,526,674	794,844	580,577

REPORT—HALIFAX CONFERENCE.

Mr. Chapleau presented detailed returns of the trade between Canada and Newfoundland during the last five years, as shewn by the Canadian trade returns. The following is a recapitulated summary :—

IMPORTS FROM NEWFOUNDLAND :

Fiscal year.	Total imports.	Total free goods.	Total dutiable goods.	Entered for home consumption.	Duty collected.
1888	\$426,769	\$396,480	\$30,289	\$421,599	\$3,211
1889	488,874	484,623	4,251	488,050	1,087
1890	470,362	460,545	9,817	469,639	3,386
1891	751,121	736,724	14,397	751,003	3,452
1892	925,056	698,104	226,952	753,249	4,191

EXPORTS TO NEWFOUNDLAND :

Fiscal year.	Total exports.	Produce of Canada.	Not produce of Canada.
1888	\$1,523,827	\$1,422,802	\$101,025
1889	1,303,335	1,147,681	155,654
1890	1,185,739	982,154	203,585
1891	1,467,908	1,312,621	155,287
1892	1,750,714	1,533,607	217,107

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He pointed out that the trade between Newfoundland and Canada was of no mean importance, and was, in the aggregate, nearly equal to that carried on between Newfoundland and the United States. He impressed upon the Newfoundland delegates the friendly spirit which had always been evinced by Canada, as illustrated by the fact that, although the Customs Act empowered the Canadian Government to collect duties on fish imported from Newfoundland, its provisions had been held in suspense, so far as that colony was concerned, with the exception of two or three months, when, through the irritation of the Bait Act, it had been allowed to go into operation.

Mr. Harvey explained that the amount of Newfoundland fish which appeared as "entered for home consumption" in the Canadian trade returns was misleading. Almost the whole of this fish was transhipped from Canadian ports to other countries, and was merely entered at the Customs to avoid the cost and trouble of warehousing. As to the duty not having been exacted, though enacted, on Newfoundland fish in 1885, the Newfoundland Government, at his (*Mr. Harvey's*) suggestion, immediately on learning of the imposition of duty on Newfoundland fish, inserted a clause in their tariff imposing a heavy differential duty on articles coming from any country which possessed the right to use Newfoundland fisheries and still impose a duty on fishery products when exported from the Island.

This automatic clause caused the merchants and millers of Canada to bring such pressure to bear on their Government that the duties were not exacted on Newfoundland fish.

Mr. Bowell pointed out that the trade and navigation returns of Canada did not bear out that statement. These returns shewed clearly the quantity of fish imported from Newfoundland and entered for home consumption in Canada, and also the quantity imported from the same colony and subsequently exported. Entries would not be made as indicated by *Mr. Harvey*. If an entry were made for immediate exportation, it would be so entered in the Customs returns. The trade in Newfoundland fish, particularly herring, was of much greater importance than indicated by *Mr. Harvey*. He then explained how the statistics were kept, contending that they were, in the main, correct, and that if any errors existed, it would be in the omission by the officials in entering the full quantity imported.

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A desultory discussion then followed, after which the Conference adjourned until Thursday at 10 o'clock a.m.

W. V. WHITEWAY, <i>Chairman</i> ,	M. BOWELL,
R. BOND,	J. A. CHAPLEAU,
A. W. HARVEY,	JNO. S. D. THOMPSON.
DOUGLAS STEWART, <i>Secretary</i> .	

THURSDAY, November 10th, 1892.

Conference resumed at 10 o'clock, all the delegates being present.

BOND-BLAINE CONVENTION.

Consideration of the Bond-Blaine Convention was continued.

Mr. Bond discussed the points referred to by Sir John Thompson during the previous day's proceedings, and dwelt particularly on the suggestion made that, in all negotiations affecting the interests of the British North-American colonies, all those dependencies should be consulted. He referred to the manner in which Newfoundland interests had been sacrificed or neglected during the progress of previous negotiations, and traced the various measures adopted by Newfoundland in her endeavours to secure the right to negotiate for herself with regard to trade and fishery matters. He considered that Sir John Thompson's contention with regard to joint negotiations was fully answered by the fact that, although Canada had participated in various negotiations from time to time, Newfoundland had never been asked or invited to have her interests represented. He traced the various steps taken by Newfoundland to secure a right to be heard in her own interests, and the consent eventually given by the Imperial Government in 1890, which resulted in the Bond-Blaine Convention. These efforts to obtain the right to negotiate, as well as the various steps in connection with the Convention under discussion had, he submitted, been properly and regularly taken, as would appear by the despatches in connection herewith, which were on file in the Colonial Office. The negotiations for

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a separate treaty extended over a lengthened period, and it was to be presumed that the Canadian Government had been advised of the same by the Imperial Government.

He proceeded to discuss the points at issue, and the contentions of Sir John Thompson with regard to the discriminatory effect on Canada. When negotiating the Convention, he had distinctly assured Mr. Blaine that no discrimination would nor could be attempted by his Government as regards Canada. He referred to the lower tariff suggested on flour and pork, and stated that the changes in the tariff could only be consummated by a revision of the Customs Act, which revision must necessarily be subject to the Royal assent. He presumed that this assent would not be given if it should be found that the changes involved a discrimination against other British dependencies. This, he considered, was sufficient protection to Canadian interests. He fully concurred in Sir John Thompson's contention that the rights of a colony could not be so well protected by indirect representation as if directly represented during negotiations. In this connection he submitted that Canada had not acted on that principle during the negotiations of 1888.

While it was true that Sir James Winter had been consulted with regard to these negotiations, it was equally true that he had never been accorded an opportunity to appear before the plenipotentiaries, and that, as a result, important interests of Newfoundland were overlooked. Referring to the suggestion that Canada should have been included in any negotiations with Newfoundland, he said Newfoundland had never objected to Canada being included in such. He pointed out that no such objection had been made on the part of Canada to negotiations until it had been publicly announced that the negotiations were successful. He closed by distinctly asserting that the Convention did not involve any discrimination against Canada, nor did it involve a lowering of the duties exacted generally from United States products. With the exception of the articles he had mentioned, flour and pork, his specification of the duties to be exacted on United States products was merely a guarantee that those duties should not be increased during the term of the Convention, and he repeated the opinion expressed by his colleagues that Canada had no right to protest against an arrangement merely on the grounds that it gave to Newfoundland advantages which Canada had repeatedly attempted to obtain in vain. He could not

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imagine that it would be seriously contended, now that it had been found impossible for Canada to conclude an arrangement with the United States for reciprocal trade, that any injustice was done by the endeavour on the part of Newfoundland to obtain the ratification of the Bond-Blaine Convention. In reply to a question put by Sir William Whiteway, he understood Sir John Thompson to say that if the United States continued to exhibit ill-will towards the Dominion, or ventured to carry out the threats of retaliation which had been made, the Dominion Government would have to persist in her opposition to the Newfoundland Convention. He pointed out the great injustice of such a position; contended that it was tantamount to a declaration that Newfoundland must suffer for acts committed by the United States, and for which Newfoundland was in no way responsible. He hoped that he had misunderstood Sir John Thompson's point.

Mr. Chapleau asked the Newfoundland delegates whether they questioned the right of Canada to appeal to the Imperial authorities for protection in trade negotiations in which they considered their interests were being prejudiced.

Mr. Harvey would not go so far as to deny the right of Canada to protest, but what he objected to was that she should persist in her protest in view of the explanations and reasonable assurances which had been given.

Mr. Chapleau asked if it was to be understood that the Convention did not involve any disadvantage to any of the provinces of British North America, and if the delegates from Newfoundland were prepared to give assurance that under no circumstances should such discrimination be made.

Mr. Bond,—Certainly. He thought it should be remembered in considering this question that for many years Canada had obtained from the United States certain concessions under treaty in return for privileges which Newfoundland alone could furnish. He referred to the bait privileges. Up to the last year it was believed by the United States that Canada was able to supply her fishermen with all the bait they required. This idea had been exploded by the enforcement of the Bait Act against Canadian fishermen last year, for it was then clearly demonstrated that Canada had not a sufficiency of bait to meet her own

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requirements, and that Newfoundland held the key of the position as regards the Canadian, the United States, and French bank fishing. He took the position that, if Canada desired in future to obtain concessions from the United States in exchange for privileges which it was now evident that Newfoundland alone could confer, it was another reason why the colony should demand and expect the withdrawal of Canada's protest.

Mr. Bowell pointed out that the provisions of the proposed treaty did not, in his opinion, bear out the interpretation put upon it by Mr. Bond. There was a distinct provision in the Convention that flour and other articles, the product of the United States, should be admitted into Newfoundland at a lower rate of duty than that charged upon the same articles when imported from other countries. He could find no provision giving the same advantages to Canada. On the contrary, the Americans had stipulated that, in the case of a reduction of duty on these articles when imported from other countries, a like reduction should be made on the articles mentioned in the treaty when imported from the United States, which seemed to imply that the same difference in duty in favour of the United States should be continued during the existence of the treaty, if ratified. He could not conceive it possible that Great Britain would refuse to give her consent to a Tariff Act as suggested by Mr. Bond, passed by the Newfoundland Legislature to give effect to a treaty which had been ratified with her consent, nor would Canada ask her to do so after consenting to the ratification of the treaty. He believed Mr. Blaine intended, when he accepted the wording of that paragraph, that a discrimination against Canada should be secured, and he misunderstood the American character if they would allow any changes to be made in the wording of the proposed treaty, such as had been intimated by Mr. Bond.

Mr. Bond said that, granting, for the sake of argument, that Mr. Bowell's contention was correct, it must be remembered that Newfoundland had given the most positive assurances to the Imperial Government and to Canada of its willingness to take such steps as might be deemed necessary to assure that there would be no discrimination against Canadian products.

Sir William Whiteway repeated his question asked yesterday, whether, in the event of Canadian negotiations with the United States

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proving futile, Canada would persist in her protest against the Bond-Blaine Convention. He thought it eminently desirable that there should be a clear understanding upon this point, and therefore he trusted that there might be a definite reply, for such reply might affect future action.

Sir John Thompson stated that, under such circumstances as at present exist, it is probable that the protest will be pressed, but that circumstances might arise which would induce Canada to withdraw her objections. He referred to the manner in which Mr. Blaine had received the suggestion that the Convention should, with some modifications, apply to Canada, and stated that, in the event of such a proposition being accepted by the United States Government, Canada would, he thought, be disposed to relinquish all opposition to the Convention.

In answer to a question by *Sir John Thompson*, *Mr. Bond* explained that the term "Newfoundland waters," used in the Convention, should have been the "produce of the salt water fisheries of Newfoundland" wheresoever they might be. He had asked for an amendment of Mr. Blaine's draft of Convention to make that plain.

Sir John Thompson said that, in that case, the catch of Newfoundland fishermen on the coast of Canadian Labrador and on the Banks would be admitted free by the United States, while the catch of the Canadian fishermen at the same places and in the same waters would be subject to duties. This discrimination in the United States markets against Canadians was a serious matter, and required grave consideration.

Mr. Harvey referred to the discussion which had taken place and the explanations given, and stated that, to his mind, the question was confined to the following objections on the part of Canada :—

1. Canada fears a differential tariff ;
2. Bait restrictions ;
3. Canada insists that licenses shall be issued stipulating the privileges accorded foreign fishermen ;
4. Canada should have her fish free in the United States.

With reference to these, he was prepared, with concurrence of the Premier of Newfoundland, to give the following assurances :—

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1. That a satisfactory guarantee will be given by Newfoundland that no differential tariff will be enacted ;

2. That the same guarantee will be accorded that the fishermen of Canada shall have, and continue to have, the same rights and privileges as the fishermen of Newfoundland ;

3. That a system of licenses will be adopted based on the system in practice under the *modus vivendi*. There only remained the stipulation that Canada should have her fish free of duty in the United States markets, a matter which is entirely out of the power of Newfoundland to give.

With these assurances, he asked the Canadian delegates whether they would not consider the propriety of relinquishing their protest against the Convention.

Mr. Chapleau pointed out that the alleged concessions mentioned by Mr. Harvey were enjoyed by Canada in common with Newfoundland previous to the irritation arising from the present difficulty.

Mr. Bowell drew attention to the fact that there was no provision in the Newfoundland Customs Act to exempt Canadian fish from duty.

Mr. Harvey stated that Newfoundland had never treated fish taken in Canadian waters as " foreign " fish, notwithstanding that Canada had treated Newfoundland fish as foreign-caught and so taxed it, and by the clause in her tariff of 1885 had made Newfoundland fish exactly the same as United States " foreign " fish.

MODUS VIVENDI.**LICENSE FEES.**

Sir William Whiteway called attention to the fact that Canada had never made application to the Government of Newfoundland for a statement of the amount received by that colony for licenses under the

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modus vivendi. He complained of the irregular procedure on the part of the Minister of Marine of Canada in applying to the Hon. Sir James Winter for official information for which the Government of Newfoundland should have been applied to.

He noticed that Sir James Winter had written to the Hon Mr. Tupper to the effect that the Government of Newfoundland had refused information as regards these licenses. From enquiries made he had learned that Sir James Winter was in error in making such a statement. The information had not been asked for, much less refused, and this question of division of license fees might have been settled had application had been made direct by the Dominion Government to the Government of Newfoundland, and friction upon this point avoided.

BAIT QUESTION.**JOINT ACTION.**

A discussion then ensued as to the proposal on the part of Newfoundland that Canada should aid in protecting the bait fisheries of Newfoundland from depletion.

Sir William Whiteway pointed out that the attempt on the part of Newfoundland to protect her fishing interests against French bounty-fed competition had been greatly hampered

1. By the infringement of the Bait Act by Canadian fishermen, and the want of authority to prosecute offenders in the Courts of Canada ; and

2. By the fact that, although the colony prohibited the sale of bait-fishes to French fishermen, the latter were able to obtain a large amount of bait from Canadian fishermen who brought it, not only by smuggling from the Newfoundland coast, but also from the Magdalen Islands and other parts of the Dominion coasts.

Mr. Chapleau suggested that, in view of the fact that Canada was just now endeavouring to secure improved trade relations with France,

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the time was hardly opportune to place restrictions upon her fishermen.

Mr. Bowell thought this question to be one for serious consideration, and asked the Newfoundland delegates whether action, with a view to suppressing the sale of bait to the French fishermen, would be of any particular benefit to Newfoundland.

Mr. Harvey assured the Canadian delegates that any action by the Canadian Government in the line suggested would be of immense benefit to Newfoundland, and would be greatly appreciated by her citizens. He desired to remind the Canadian delegates that the question of concurrent action in this matter had been considered by the Hon. Mr. Howlan, who, he understood, had reported favourably upon it. The suggestion had also been conveyed to the Canadian Government through their High Commissioner in London, as was shewn in the public despatches. He desired also to add that Newfoundland and Canada had each taken its own respective course with regard to the treatment of the United States fishermen, after the expiration of the Washington Treaty, without consultation with the other.

Mr. Bowell said he was surprised to hear that statement, as his recollection was that Newfoundland not only knew what was being done, but concurred in the arrangement, and arranged for a division of the fees collected. He would look into it, and bring up the question at a future meeting of the Conference.

MODUS VIVENDI.**LICENSE FEES.**

Mr. Bond said there would appear to be some misunderstanding as regards the returns of license fees collected by the respective Governments from American fishermen under the *modus vivendi* of 1888. It had been agreed between the Governments of Canada and Newfoundland that the fees so collected were to be equally divided. The Newfoundland Customs department complained of the non-receipt of such returns, and no division of fees had taken place. He was in a position to furnish the Conference with a return of the fees collected by New-

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foundland, and asked that the Canadian returns might be laid before the Commission.

The question was allowed to stand.

NEWFOUNDLAND ASSURANCES.

Mr. Bowell then asked the Newfoundland delegates to state definitely their attitude with regard to the assurances which had been given by their predecessors, that the provisions of the Bait Act should not apply to Canadian fishermen.

Sir William Whiteway stated that, while he felt the force of the position that a succeeding Government was obliged to carry out the engagements made by their predecessors, yet it must be remembered that the assurances referred to were not contained in a Minute of the Executive Council of Newfoundland; they were never communicated to the Legislature; there was no record of them; that the promises were made by Sir Robert Thorburn, then Premier; by Sir James Winter, then Attorney General; and by Sir Ambrose Shea, who was not a member of the Government; that the fact of such promise having been made was only known to him (*Sir William Whiteway*) and to his colleagues long after they had come into office, and after a different policy had been adopted. How could such a promise override an Act, and indicate who should or should not be affected by it? Although he made these remarks, he admitted the force of the Canadian position, that they had been induced to withdraw opposition to the Bait Act by these promises.

Mr. Bowell said he was glad to hear the assurances given by Sir William Whiteway, as any other course would destroy the continuity of any Government. Without these assurances it is not likely that Canada would have withdrawn her opposition to the sanctioning of the Act by Her Majesty's Government, nor is it likely Her Majesty's sanction would have been given to the Act had Canada persisted in opposing it.

Conference adjourned until Friday at 10 o'clock a.m.

W. V. WHITEWAY, *Chairman*,
R. BOND,
A. W. HARVEY,

M. BOWELL,
J. A. CHAPLEAU,
JNO. S. D. THOMPSON.

DOUGLAS STEWART, *Secretary*.

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HALIFAX, November 11th, 1892.

Conference resumed at 10.30 o'clock.

BAIT ACT.

JOINT ACTION.

Sir John Thompson continued the consideration of the desire expressed by Newfoundland that Canada should adopt legislation to aid in the enforcement of the Newfoundland Bait Act. He called *Sir William Whiteway's* attention to the doubt as to the power to adopt legislation against offences committed outside of Canadian territory. He intimated the willingness of the Canadian Government to facilitate in any way proceedings for the penalties incurred in connection with bonds. The right to sue on such bonds existed now, but it might be that further facilities could be afforded as to matters of procedure.

Sir William Whiteway expressed great pleasure at the intimation given by *Sir John Thompson*, admitted the doubt as to the validity of the legislation involving control outside of territorial waters, but said that what Newfoundland really required was the power to prosecute in Canadian courts, and to enforce the penalties of fine, imprisonment, and confiscation as though the proceedings were being had in the courts of Newfoundland.

DIVERSITY OF ACTION, 1886-8.

Mr. Bowell called attention to a statement made by *Mr. Harvey* at a previous meeting, that Canada had originated and carried into effect the *modus vivendi* system of fishing licenses without in any way consulting Newfoundland. He pointed out that, on the contrary, before the *modus vivendi* system was adopted, the Government of Newfoundland was consulted, as shewn by public despatches which he quoted, and that the Government of Newfoundland had transmitted several suggestions as to details, some of which were adopted by the Canadian Government, notably that with reference to the duration of the licenses.

Mr. Harvey explained that, in making the statement *Mr. Bowell* referred to, he had reference to the action of the Canadian Government taken at the expiry of the Washington Treaty.

Sir John Thompson pointed out that the concession made by

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Canada at that time was this : The Washington Treaty having expired during the fishing season, and the President of the United States having given an assurance that he would bring the question of the fisheries, by message, before Congress at its next session, recommending a commission to consider the whole subject, the Canadian Government had thereupon withheld the enforcement of the provisions of the Treaty of 1818 during the remainder of that season only.

The United States having failed to act on the President's suggestion, the Canadian Government made provision for a vigorous enforcement of the provisions of the Treaty of 1818. These provisions were enforced in Canadian waters from the beginning of the season of 1886 until the adoption of the *modus vivendi*, which accompanied the treaty of February, 1888.

Mr. Harvey stated that the policy pursued by the Newfoundland Government between the expiry of the Washington Treaty and the adoption of the *modus vivendi* referred to was one of suspense. No attempt was made by them to enforce the provisions of the Treaty of 1818, and during the period referred to, the United States enjoyed all the privileges in Newfoundland ports and waters which they had under the fishery articles of the Treaty of Washington.

Mr. Chapleau pointed out that this exceptional conduct on the part of the Government of Newfoundland, namely, the suspension of the provisions of the Treaty of 1818, was really the first instance in which either country had undertaken to deal with fishery matters locally and separately from the other.

He referred to the complaint made by *Mr. Harvey*, that the interests of Newfoundland had been sacrificed by the Treaty of 1871, and expressed surprise that under such circumstances Newfoundland should have continued the privileges of the treaty, without compensation, for three years after its legal expiry.

ST. PIERRE CONSULATE.

Mr. Bowell brought to the attention of the Conference the difficulty experienced by the Customs department at Ottawa in protecting the Gulf ports against smuggling, owing to the facilities afforded by the proximity of St. Pierre as a basis for operations. He asked the New-

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foundland delegates whether they did not consider it advisable that a joint application should be made by the two Governments to the Imperial authorities with a view to the appointment of a British Consul at St. Pierre.

Sir William Whiteway stated that the Newfoundland Government had used every possible endeavour to secure the appointment of a Consul there, but that their application had not been successful. On behalf of his Government, he would state that he would gladly acquiesce in Mr. Bowell's suggestion.

WHEREUPON IT WAS AGREED that a joint application should be made to the Imperial Government, urging the appointment of a British Consul and Assistant Consul at St. Pierre, the former to be paid by Canada and the latter by Newfoundland.

BAIT ACT.**JOINT ACTION.**

Sir William Whiteway referred to the promise and assurance of his predecessors with reference to the Bait Act, and asked the Canadian delegates to state what action they were prepared to take with a view to the successful enforcement of the Act. He pointed out the fact that the successful operation of the Act would be alike a benefit to Canada and Newfoundland, inasmuch as experience had shewn that it would reduce the catch of the French fishermen, and thereby leave a larger market open to the fishermen of the other British provinces.

Sir John Thompson said that they were not prepared to give any further assurance than that Canada would enact legislation to the extent of her power to do so to enforce penalties of bonds executed under the Bait Act, in order to prevent violation of the Act by Canadian fishermen.

Sir William Whiteway asked if Canada would pass a Bait Act similar to the Newfoundland Act.

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Sir John Thompson could not give an answer to that question without submitting the matter to his colleagues.

Mr. Harvey referred to the difficulties attending the enforcement of the Act, especially of securing evidence to convict parties who had violated its provisions. He also quoted statistics which shewed that the Act had been, to a certain extent, successful, having, during the term of its operation, resulted in reducing the catch by the French fishermen to the extent of fifty per cent. He was willing to admit that this was not wholly due to the enforcement of the Bait Act, but was nevertheless largely the result of it. Another good effect, principally attributable to the Act, was the fact that the price of Newfoundland fish had gone up from twelve shillings to fifteen shillings during the period of its enforcement. The year before the Bait Act was passed, a great deal of fish was sold in Newfoundland at five shillings per quintal, and many whole cargoes were thrown overboard in the Mediterranean. He pointed out that the evil effects of the French bounty system were not confined to Newfoundland; that Nova Scotia fishermen also suffer from the policy of granting bounties to French fishermen. As an illustration, Nova Scotia fishermen from the Banks, and French fishermen arriving in Halifax with cargoes at the same time would reap very different results. The Nova Scotia fishermen would probably receive at the rate of \$3.50 per quintal; the French fishermen would receive the same price, and in addition would secure from the French Government \$2.40, or, in round figures, \$6 per quintal.

Mr. Chapleau enquired whether, as a matter of fact, Nova Scotia fishermen supplied bait to any extent to the French.

Mr. Harvey stated that the supply by Nova Scotia fishermen undoubtedly did much to render nugatory the provisions of the Act. Not only was this the case, but American fishermen also, availing themselves of the Canadian licenses, procured cargoes of bait at Cape Breton and the Magdalen Islands, which was supplied to the French, thereby enabling French fishermen to evade the Bait Act. If Canada passed no Bait Act to restrain her fishermen from supplying bait taken in Canadian waters to the French at St. Pierre, and had free access to Newfoundland supplies of bait, the consequence would be that the Canadians would supply St. Pierre, so far as the supply would suffice, from Magdalen

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Islands and Cape Breton, and the Canadian banking fleet would go to Newfoundland for bait for their own use, and thus largely frustrate the object aimed at by the Newfoundland Bait Act. Nothing would fully secure that object except a Bait Bill applying to bait taken in Canadian waters as well as in Newfoundland waters. In reply to a question put by Sir John Thompson, Mr. Harvey stated the fact that an agent of the Newfoundland Government who visited St. Pierre had reported that two vessels laden with bait were at that port supplying the French with 2,000 barrels of bait. One of these was an American vessel under license from the Canadian Government; the other was a Nova Scotia vessel—both from Magdalen Islands. This was but one instance; but it clearly illustrated the practice which was being carried on to the detriment of Newfoundland. It was not easy to get Newfoundland fishermen to give evidence of the Nova Scotians supplying bait at St. Pierre, because the fact of Newfoundland fishermen being in St. Pierre at the same time was *prima facie* evidence of their having themselves violated the law.

Sir William Whiteway did not dispute the right of Canada to remonstrate against the Royal assent being given to any Act which she might consider detrimental to her interests. He contended, however, that the protest made by Canada was made under the mistaken supposition that the Act would be prejudicial. He referred to the statements set forth by his colleague, Mr. Harvey, and to the assurances and explanations which had been given during the progress of the Conference, and asked the Canadian delegates whether, in view of these assurances, they did not consider that they should waive the exaction of the promise made by the late Government of Newfoundland, and also withdraw their protest against the completion of the Bond-Blaine Convention.

Sir John Thompson called attention to the fact that the question of the bait supply to Canadian fishermen and that relating to the Bond-Blaine Convention were two distinct matters. The grievance of Canada with regard to bait had been temporarily removed, but he would like to be assured as to the action of the Government of Newfoundland in the future.

Mr. Bond stated that there was a difficulty in giving any assurance. When the Act was under consideration by the Assembly, he had asked

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the question of the Government of that day whether it was intended that the Act should apply to Canadian fishermen. Sir James Winter, then Attorney General, from his place in the House gave the most distinct and positive assurance that the Act was intended to apply to Canadian as well as to French and American fishermen. That was a matter of record. It appeared by correspondence which the Canadian representatives had tabled, that Sir James Winter had also given the Imperial and Canadian Governments the most positive assurance that the Bait Act should not apply to Canadian fishermen (as had Sir Robert Thorburn, the then Premier, who was at the time in London) ; but there was no evidence that this promise was made with the concurrence of the Executive Council of Newfoundland. As a matter of fact, there was no Minute indicating that the matter had ever been brought before that Council. The Legislature, which was in session when the assurance was given, was not acquainted of the fact, and the present Legislature, with those facts before them, had decided that the undertaking of Sir James Winter and Sir Robert Thorburn was in no way binding upon them as a Legislature, and had declared that the Act should be enforced against Canadian fishermen. Under these circumstances, it would be appreciated how difficult it was for the delegates to give the assurance asked for.

Sir John Thompson pointed out that the Royal assent was given on the assurance that the provisions of the Act would not be enforced against Canada, and that the Government of Newfoundland could not take the benefit of the Royal assent without assuming the obligations attached to it, and on which that assent was given. He pointed out reasons why he thought Canadian fishermen should be put on the same footing as those of Newfoundland :—

1. The assurances given by Newfoundland in order to secure the Royal assent ;
2. The spirit of comity, which should exist between the colonies ;
3. The doubt which existed, in view of the opinion of the law officers of the Crown, as to the right of the Government of Newfoundland to impose exceptional treatment on Canadian fishermen.

Sir William Whiteway,—“Are you willing to carry out any legis-

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lation which may be constitutional with a view to assisting in carrying out the Bait Act?"

Sir John Thompson.—"We are willing to adopt any legislation which may be constitutional to prevent our fishermen from violating your Bait Act after obtaining your bait."

Sir William Whiteway.—"Would it be proper to state to what extent legislation would be granted?"

Sir John Thompson stated that to do so would involve a careful consideration of the legal question which he had before referred to.

WHEREUPON IT WAS AGREED that the question of the extent to which aid might legally be given should be fully considered by Sir William Whiteway, Sir John Thompson, and Mr. Chapleau, with a view to ascertaining what might properly be done.

BOND-BLAINE CONVENTION.

Adverting to the Bond-Blaine Convention, *Sir William Whiteway* asked if the Newfoundland delegates were to understand that all that the Canadian delegates required was that time should be given with a view to some satisfactory arrangement of a similar kind between the United States and Canada, and that, in the event of such proving unsuccessful, Canada would be prepared to withdraw all opposition to the consummation of the Bond-Blaine Convention.

Sir John Thompson stated that Canada could not be expected to waive her right to appeal to Her Majesty's Government against the completion of any Convention prejudicial to her interests.

Sir William Whiteway said that the immediate issue would seem to be "Would the Convention be detrimental to Canadian interests?" and he thought that it had been clearly shewn that the Convention would not prove detrimental to the interests of Canada, inasmuch as the diversion of the Newfoundland fish trade into a new channel would

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leave the markets formerly supplied by that trade open to be supplied by Canada.

Mr. Chapleau stated that the reason given by Mr. Bond for the negotiation of the Convention was, in effect, that no other profitable markets were available. Such being the case, Canadian fishermen would not profit greatly by assuming the privilege of supplying markets which it would, from his statement, appear did not exist.

Mr. Harvey contended that the effect of the Convention would be to the advantage of the fishermen of Newfoundland and Canada, and to the disadvantage of the fishermen of the United States. As regards the herring trade especially, Newfoundland fishermen would take the place of American fishermen, and supply the American market, thus leaving Canadian fishermen free from the competition which they had hitherto experienced in attempting to cope with the fishermen of Newfoundland.

With reference to cod-oil, he contended that the large production of Newfoundland would be directed, to a very great extent, to the American market, where it would replace pogy oil, which is now being used in immense quantities in tanning and other industries. His mercantile experience led him to believe that the withdrawal of this product from the markets of Great Britain would increase the price in those markets at least 10 per cent. This would undoubtedly be to the advantage of Canadian fishermen.

As to cod-fish, the Newfoundland production would supplant the American catch, inasmuch as the Americans were not able to compete with Newfoundland fishermen on equal terms, and the withdrawal from other markets of a large portion of cod-fish hitherto supplied by Newfoundland must necessarily raise the price in those markets.

He did not contend that the two countries would be equally benefitted; but, by way of comparison, he estimated that if Newfoundland should be benefitted to an extent equal to 50 per cent., Canada would be benefitted to at least 15 per cent. To impress upon the Conference the sincerity of this view, he cited his opinion as expressed in a confidential memorandum which he had presented to Lord Knutsford, and which had, inadvertently, obtained publication.

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Mr. Bowell expressed the opinion that the effect of the proposed Convention would be that Newfoundland would have a monopoly of the American market at the expense of Canada. At present Canada and Newfoundland were competing on equal terms, but under the proposed Convention, Newfoundland fish would enter the United States free, while Canada continued to pay a heavy duty. He combatted the statement that the whole of the fish trade of Newfoundland would be diverted to the United States. They would still supply other existing markets, and have the advantage of free entry into the United States for their surplus products, while Canadians would be handicapped by a heavy tax.

Mr. Harvey appealed to the Canadian delegates to consider whether they were justified in preventing Newfoundland from availing herself of a market which was found to be open to her simply because it was believed that Canada should participate. He estimated that each year's delay involved a loss to the people of Newfoundland of hundreds of thousands of dollars. The loss to the traders would aggregate annually a very large sum, while the fishermen would suffer to double the extent of the traders.

Sir John Thompson stated that he considered the position to be this: Canada and Newfoundland now share the American market. By the adoption of the Convention it is proposed that Newfoundland should share it with the United States, and Canada be shut out.

Sir John Thompson stated that, if it be agreeable to the Newfoundland delegates, he and his colleagues would, at the next session of the Conference, submit a proposition in writing with reference to the matters under discussion.

AGREED TO.

LABRADOR BOUNDARY.

With reference to the Labrador boundary, *Mr. Bowell* stated that, since the question had been last discussed, he had received a telegram from the Privy Council office of Ottawa, stating that, although it had been recommended to Council that the map asked for by the Govern-

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ment of Newfoundland should be transmitted, the recommendation had not been approved, inasmuch as it was considered that the map was imperfect, and that its formal transmission might therefore be misleading.

Mr. Harvey expressed the opinion that the map referred to was a very satisfactory one, except that he should insist that Melville Bay should be under the exclusive Customs control of Newfoundland.

Mr. Chapleau pointed out that the delimitation as shewn on the map referred to gave a considerable portion of the coast of Melville Bay to Canada, and that the control of the coast would naturally involve the control of the waters adjacent thereto.

Mr. Bowell called attention to the fact that, although the Hudson Bay Post at Northwest River might by this delimitation be located in the territory of Newfoundland, yet it was probable that a large portion of the goods landed there would be intended for consumption on the Canadian side of the border.

Sir John Thompson suggested that the Newfoundland Government should appoint a geographer to act jointly with the geographer of the Department of the Interior at Ottawa in tracing up all available data, and to report the results of their examination to their respective Governments.

Sir John Thompson's suggestion was agreed to.

PRIVILEGES TO UNITED STATES FISHERMEN.

Sir William Whiteway called attention to a correspondence between the Hon. C. H. Tupper and Sir James S. Winter, dated 2nd and 19th December, 1891, and 2nd and 9th January, 1892, published in the Canadian Blue Book, relative to an alleged permission on the part of the Government of Newfoundland to United States fishermen to fish in Newfoundland waters, from which it would appear that Sir James Winter had informed the Hon. Mr. Tupper that "Recent developments

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had furnished good reason for concluding, not only that such permission has been granted, but that it has been done in such a way as to assist the Americans in defrauding their own revenue, in working injustice (or, at least, inequality) as between Americans themselves, and an injury to our fishermen.”

Sir William Whiteway desired to say that such statement was entirely incorrect.

MODUS VIVENDI.

LICENSE FEES.

Mr. Chapleau called the attention of *Sir William Whiteway* to the fact that he was mistaken in supposing that the request for a statement of the amount collected for license fees had not been made to the Newfoundland Government.

Among the published despatches was the following :—

“ 16TH OCTOBER, 1888.

HON. M. FENELON, *Colonial Secretary*,

St. John's, Newfoundland,—

Please send me list of *modus vivendi* licenses issued to date, and say what proportion of the total United States fishing vessels visiting Newfoundland took license.

CHAS. H. TUPPER,

Minister of Marine and Fisheries.”

Mr. Bond submitted a statement of the license fees collected by Newfoundland under the *modus vivendi* arrangement, as follows :—

In 1888 the collections from American fishing vessels amounted to \$8,089.50;

In 1889 collections from American fishing vessels amounted to \$6,740.75.

As to the collections in 1890, he explained that the books of the department containing the requisite details had been destroyed in the

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recent fire, and that he was therefore unable to give the exact amount collected from American fishing vessels. The Blue Book, however, shewed that the aggregate collections for licenses granted to French, Canadian, and American fishing vessels during 1890 amounted to \$20,912.99.

Sir William Whiteway was under the impression that he had in his office the information necessary to complete the statement, his recollection being that he had obtained it from the Customs department previous to the fire.

IT WAS AGREED that the statements as to the collections made by each country for license fees should be officially transmitted to the other, and that the aggregate should be divided equally.

FISH INSPECTION.

Sir John Thompson enquired whether Newfoundland intended to improve her system of fish inspection.

Sir William Whiteway explained that their Statute on the subject was based on the Canadian Act ; that for some time previous to his assuming office in 1889, the Act had not been enforced, he understood, by his predecessors, but that his Government had appointed an Inspector and taken the necessary steps to enforce the law rigidly.

Conference adjourned until Saturday at 11 o'clock.

W. V. WHITEWAY, *Chairman*,
R. BOND,
A. W. HARVEY,

M. BOWELL,
J. A. CHAPLEAU,
JNO. S. D. THOMPSON,
DOUGLAS STEWART, *Secretary*.

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HALIFAX, November 12, 1892.

Conference resumed at 3 o'clock. No morning session.

TREATMENT OF FISHERMEN.

Mr. Bowell asked leave to file a statement with reference to the treatment accorded Canadian fishermen by Newfoundland as compared with the treatment of Newfoundland fishermen by Canada. He explained that he did not desire to submit this as a grievance so much as by way of illustration of the liberality accorded Newfoundland fishermen by the Government of Canada.

Leave having been granted, he submitted the following memo :—

Canadian treatment of Newfoundland fishermen :

1. Newfoundland fishermen were accorded full privileges of the in-shore fisheries concurrently with Canadians.
2. No restrictions whatever were placed upon their operations.
3. They were exempt from light dues.

Newfoundland treatment of Canadian fishermen :

- 1 and 2. They were compelled to pay license fees of \$1 per ton and give bonds before they were allowed to procure bait to carry on their fishing operations (Minute of Council, 24th April, 1890) ; and subsequently they were refused bait under any circumstances, being refused licenses under the Bait Act. (Instructions, 1891.) They were prevented from catching or purchasing bait ; and finally, by a strict interpretation of the term "bait-fishes," their traffic in frozen herring for commercial purposes was entirely stopped. (Case *Ocean Belle*.)
3. They were compelled to pay light dues. (Minute of Council, 29th May, 1890.)

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Canadian treatment of Newfoundland fishermen :

4. They were exempt from harbour dues.
5. They were exempt from pilotage dues.
6. They were afforded all port privileges.
7. Canada built and maintained free of all charges upon shipping, lights and fog-signals on the coast of Newfoundland.
8. Canada did not exact similar duties.
9. 1500 Newfoundlanders annually operate on the coast of Canadian Labrador without restrictions. (Commander Wakeham, 15th Feb., 1892.)

Newfoundland treatment of Canadian fishermen :

4. They were compelled to pay harbour dues. (Minute of Council, 29th May, 1890.)
5. They were compelled to pay pilotage dues. (Minute of Council, 29th May, 1890.)
6. Fishing vessels were entirely excluded from any privileges.
7. Newfoundland imposed light-dues on Canadian vessels for the lights which had been built and maintained by Canada. (Memo. by Commander Wakeham, 9th Nov., 1892, and report 15th Feb., 1892.)
8. On the coast of Labrador, Newfoundland exacted duties from Canadians on barrels and salt used for their fishing operations, and in many instances where the articles were not used through failure of catch, duty was, the following year, levied on the same articles. (Quebec Board of Trade, 30th Oct., 1889.)
9. 112 Canadians, in nine vessels, fished on Newfoundland Labrador in 1891.

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Mr. Bowell said that he thought it well to call the attention of the Newfoundland delegates to the comparison shewn by No. 7 of the precis just submitted, inasmuch as it seems rather extraordinary that the Newfoundland Government should impose light dues on Canadian vessels for lights on their coast which had been erected and were maintained by Canada. In elaboration of this, he begged to submit the following extracts from reports made to the Department of Fisheries by Commander Wakeham, of the Canadian Fisheries Protection Service.

The first extract is from a report dated 15th February, 1892, as follows :—

“ These vessels had to pay duty on passing the line at Blanc Sablon on the salt and barrels which they had on board for curing their fish. I called on the Newfoundland collector at Blanc Sablon, and he informed me that his orders were to collect duties as usual on all salt and barrels on all Canadian fishing vessels passing to the eastward. For at least ten years back some of our vessels have had to pay these duties. At one time they even made our vessels pay light-dues, though all the lights on the west coast and on both sides of the Straits were built and are maintained by your department.”

The second extract is a memorandum, dated 9th November, 1892, as follows :—

“ The lights in the Straits of Belle Isle and at Riche Point and Cape Ray, on the west coast of Newfoundland, were built and are maintained by Canada. It is a fact that Canadian fishing vessels were compelled to pay light dues. I myself crossed in *La Canadienne* to Flower's Cove, and complained to the Collector of Customs at that port of this practice, which was eventually given up. The Government of Newfoundland maintains no lights on the coast in question (French Shore).”

Mr. Bowell said that, in submitting this data, he did so with a view to elicit from the Newfoundland delegates any explanations or comments which they might desire to make, in order that it might go upon the records before the Conference concluded.

Mr. Harvey explained that, as regards light-dues, the system was universally applied by Newfoundland, being applicable to their own vessels as well as to all others. He referred to the fact that Newfound-

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land was peculiarly situated on the line of commerce between Canada and Europe, and that her extensive coast made it necessary that she should for the benefit of commerce generally, maintain an efficient light-service. The great cost of erection and maintenance of these lights made it necessary that the system of light-dues should be maintained and continued. While it was true that these lights were necessary for the protection of Newfoundland commerce, it was equally true that the benefits accruing to Canadian commerce were ten times greater. He pointed out that the lights erected and maintained on the Newfoundland coast by the Canadian Government were on a portion of the coast little frequented by Newfoundland vessels, and were essentially beneficial to Canadian vessels. He deemed it impracticable to adopt any system by which exceptional treatment might be afforded Canadian vessels in the vicinity of Canadian lights, inasmuch as vessels in paying dues contributed to a general fund for the support of lights on the whole coast, and no system could be devised or successfully operated on any other principle.

Mr. Bowell had no doubt that the explanation of Mr. Harvey was correct as the causes which led to the exaction from Canadian vessels of lighthouse dues. Still it was a question which should receive the attention and consideration of the Newfoundland Government, with a view to relieving such vessels of the tax.

UNION.

Mr. Bowell would, with the consent of the Conference (though the subject had not been specially relegated to them by the Government of Canada) ask the attention of the delegates present to the greater question involved in the project of the entrance of Newfoundland into the Dominion as a Province of Canada. In applying the term "greater question," he did so advisedly, believing that union was the true solution of all the questions and difficulties which had been brought before this Conference. He was aware of the diversity of opinion which

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existed both in Canada and Newfoundland as to the practicability and desirability of such a union, but he believed that the great prosperity and success which British North America had achieved under Confederation would be enhanced to a still greater degree by the unity of action, increased power, and prestige which would result from a union of all the British North American provinces. He referred to the vexed questions which the Conference had been discussing during the past few days, all of which, he submitted, would disappear as a shadow if the two countries resolved to unite their interests and adopt uniform legislation, which would be in the interests of all concerned.

It might be said that this solution, although desirable, was not one for present consideration, but he submitted that it was the general belief in both countries that such a union must sooner or later be consummated. He admitted the diversity of opinion as to its immediate completion, but he felt satisfied that he voiced public feeling in Canada in stating that the matter was only one of time, without any doubt as to what the result would be.

The question was one which concerned not only the contracting parties, but was, in his opinion, of the greatest possible moment to the Imperial Government. The friction which had existed between Canada and Newfoundland, from time to time, and which seemed almost inevitable to countries competing for the same market in products nearly identical, led to protests and counter-protests which formed the most vexed questions with which the Colonial Office had to deal. He considered the union of the British North American dependencies not only of vital importance to the peace and welfare of the people of Canada and Newfoundland, but, to a great extent, an Imperial necessity.

There were many reasons why Canada should treat this subject favorably, and he thought that there were reasons still greater why it should meet with the approval of Newfoundland, as the advantages to be derived equally by both were of themselves of paramount importance. The united action consequent upon such a union would enable us to treat with the United States more advantageously, while the greater Canada which would then be established must necessarily command greater respect, both from the Imperial Government and other Governments with which it might have to deal, commercially or otherwise. He would ask the delegates to consider for a moment the more

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effective, and less expensive, protective service which would be afforded to the fisheries of both countries if present misunderstandings and competition were removed; and he asked the Newfoundland delegates to consider whether, as an important portion of Canada, they would not feel greater strength and confidence in facing the vexed question of alleged French rights on their shores.

As to whether this question should be considered by this Conference, was a matter for the delegates to say. For his part, he could not allow the opportunity to pass without bringing it to their attention, and expressing the hope that ere long the British dependencies on this Continent which, but a few years ago, were scattered and isolated, but which by degrees had been growing more closely together, would become a happy, prosperous, and united power. He did not propose that they should enter into a consideration of the minute details of the terms of union at the present Conference. That might be made a subject of future negotiations, should they agree to bring the subject under the notice of their respective Governments for action. In the meantime, he believed the present meeting to be a fitting opportunity to consider the subject in a friendly way. It was of sufficient importance to occupy the minds of the best men in both Canada and Newfoundland, and it should not therefore be lost sight of when considering questions materially affecting the interests of both countries.

Sir William Whiteway was glad that the subject had been mentioned. It was not one of those relegated to the Newfoundland delegates as a part of their mission, but he saw no reason why the representatives of the two countries should not discuss the difficulties and advantages which would accrue to British North America by the completion of the union. His views personally on this question were well known. He had always been in favour of Confederation, and viewed it as entirely one of terms. If it were considered improper to formally discuss the matter, he could see no harm in the question being considered informally, with a view to bringing out the views of the delegates representing the two Governments.

Mr. Harvey strongly objected to the question being brought before the Conference before the decision of matters especially referred to it had been concluded. He said that the Newfoundland delegates

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were here with definite instructions to discuss certain questions, and that the union of the two countries was not among those questions. If a union was the ultimate destiny of Newfoundland, as many believed, he was of the impression that it would not be a practical question for many years to come. In other words, Confederation was a question of the future; the delegates were here to deal with the present issues. The questions which they had come here to discuss were matters deeply affecting the present interests of the Island, and he thought it would be a great mistake to take up the moot question of a union, at least before definite decisions had been come to as to what could or could not be done regarding those questions which had been relegated for the consideration of the Conference.

Sir John Thompson said that, in so far as the Canadian delegates were concerned, they were here to discuss any questions pending between the two countries. It had been suggested in the press of Canada, and he thought that it was generally understood by the public, that union would form one of the questions for the consideration of the Conference. He could not conceive any reason why it should not be dealt with as a solution of all pending difficulties, and in his opinion no more pertinent question could possibly engage the attention of the Conference. As to the subjects which should be considered at this meeting, the Canadian delegates had no intimation that the question of the Bond-Blaine Convention, which had absorbed such a large portion of the time of the Conference, was one which would come up, any more than this question. He did not object to the consideration of the Convention, however, and did not wish it to be supposed that the reference to union had been made in order to evade a conclusion on any other questions.

In like manner he could not conceive why Mr. Harvey should object to the discussion of a question which involved such great interests when considered in connection with the future of British North America.

Mr. Chapleau thought that the question of union might be of paramount importance, and that even admitting Mr. Harvey's statement that the instructions to the Newfoundland delegates did not include this matter specifically, yet he could conceive the question coming be-

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fore the Conference as a solution of the questions directly under discussion. In that connection, he would ask Sir William Whiteway whether the Imperial Government had lately shewn any disposition to settle the French Shore difficulty, which he conceived to be the greatest difficulty in the way of considering the question of union.

Sir William Whiteway thought that the Imperial Government had every disposition to arrange an amicable solution of the dispute, but that the French Government had not evidenced such a disposition in that direction as he would desire. The question involved not only the French rights on the coast, but also the more aggravating fact that the French and others used St. Pierre and Miquelon as a basis of operation for smuggling and fishing, and not as a place of shelter only for French vessels fishing on the Banks.

PROPOSAL "A."

Mr. Bowell, on behalf of the Canadian delegates, handed in a formal proposal (see Appendix 5). Conference adjourned until Monday, at 3 o'clock.

W. V. WHITEWAY, *Chairman*,
R. BOND,
A. W. HARVEY,

M. BOWELL,
J. A. CHAPLEAU,
JNO. S. D. THOMPSON.

DOUGLAS STEWART, *Secretary*.

HALIFAX, November 14th, 1892.

Conference resumed at 3 o'clock.

PROPOSAL "B."

Sir William Whiteway, on behalf of the Newfoundland delegates, handed in counter-proposal "B" (see Appendix 6).

PROPOSAL "C."

Mr. Bowell, on behalf of the Canadian delegates, handed in counter-proposal "C" (see Appendix 7).

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LIGHT-HOUSES.

Mr. Bond handed in a statement showing the amount paid by Newfoundland for the maintenance of lights for the year 1892, as follows :—

NEWFOUNDLAND LIGHTS.

Estimate for maintenance for the year 1892 :

Gull Island, Cape John	\$1,840
Long Point, Twillingate	1,250
Twillingate Wharf Light	120
Cann Island, Seldom-Come-By	700
Offer Wadham Island	3,400
Penguin Island	800
Cabot Island, Bonavista Bay	1,500
Puffin Island, Greenspond	900
Little Denier	800
Cape Bonavista	2,000
Green Island, Catalina	2,000
Fort Point, Trinity	220
Hants Harbor, Trinity Bay	220
Baccalieu Island	3,900
Carbonear Island	800
Harbor Grace Island	1,450
Harbor Grace Beacon	450
Bay Roberts (Green) Point	230
Brigus, North Head	650
Cape St. Francis	3,500
Fort Amherst	1,800
St. John's Leading Lights	300
Cape Spear	2,700
Ferryland Head	1,700
Buoy, Powles Head, Trepassey	300
Cape Pine	2,000
Point La Haye, St. Mary's	250
Cape St. Mary's	2,100
Point Verde, Placentia	750
Dodding Head, Burin	1,500

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Allan Island, Lamaline	250
Grand Bank	200
Brunette Island, Fortune Bay.....	1,650
Garnish, Fortune Bay	200
Belloram, Fortune Bay	300
Rocky Point, Harbor Briton.....	220
Pass Island, Hermitage Bay.....	850
Gaultois, Hermitage Bay	220
Boar Island, Burgeo	700
Ireland Island, LaPoile Bay	800
Rose Blanche Point.....	800
Channel Head, Port-au-Basque	650
Sandy Point, Bay St. George..	400
Mechanician, salary and travelling expenses.....	900
Contingencies.....	400
Alteration in lamps (seal to kerosene oil).....	2,000
	<hr/>
	\$50,670
	<hr/>

RICHARD H. O'DWYER, *Receiver General.*

LICENSE FEES.

Mr. Bond also handed in the following return of Canadian vessels which had been supplied with licenses to take bait during 1890, and desired to say that the Receiver General had intimated to him that, owing to the Customs Books being destroyed in the late fire, he could not vouch for the absolute correctness of the returns :—

Return of Canadian vessels which have been supplied with licenses to take bait, 1890 :

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Place.	No. of vessels.	Tonnage.	No. of crew.	No. visits made d'ring season.
Cape Broyle	31	3,128	552	58
Burin	2	240	38	2
Trepassey	8	778	128	65
Sandy Point	4	399	59	4
Channel	1	95	12	1
Rose Blanche	1	18	4	1
St. Jacques	9	889	160	9
Belloram	11	1,091	184	13
St. Mary's	2	547	35	2
St. Lawrence	3	287	53	3
Heart's Content	1	98	16	1
Portugal Cove	3	346	52	3
Placentia	4	410	64	4
Carbonear	31	2,979	506	59
Holyrood	8	733	136	8
Ferryland	4	391	66	6
	123	12,429	2,065	239

Mr. Bowell handed in the following memorandum with regard to the *modus vivendi* license fees, and stated that he did so in order that the precise facts, so far as the action of Canada is concerned, might appear on the records of the proceedings of this Conference :—

“MODUS VIVENDI.

LICENSE FEES.

Minute of Council, 11th May, 1888.

MEMORANDUM.

The mutual recognition of licenses issued to the United States fishing vessels by the respective Governments of Newfoundland and Canada was recommended, as well as an equal division of the fees respectively collected.

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The Government of Newfoundland suggested that all annual licenses should expire on the 31st December in each year.

Canada agreed to the suggestion of the Newfoundland Government, and the Governor of Newfoundland acquainted the Governor-General of Canada that his Government would recognize the validity of all Canadian licenses. (Minute of Council, 15th September, 1888.)

As the information of the issue of licenses reached the Department of Fisheries, copies of the licenses were forwarded to the Colonial Secretary of Newfoundland, and a request was made that a list of licenses issued by Newfoundland should be furnished in return.

The Fisheries Department continued sending this information to the Newfoundland Government well on into the season of 1889, but the request for reciprocal information not having been complied with, the practice was discontinued.

The Minister of Marine and Fisheries on the 16th October, 1888, telegraphed the Colonial Secretary of Newfoundland in the following words :—

“ Please send me list of *modus vivendi* licenses issued to date, and say what proportion of total United States fishing vessels visiting Newfoundland took licenses.”

‘ This request has not yet been complied with.

(2ND APRIL, 1891.)

Finally, in 1891, the High Commissioner for Canada cabled the Minister of Marine and Fisheries to ask Sir James Winter for the number of such licenses issued for different years.

The following reply was received :—

6TH APRIL, 1891.

“ Unable to procure information you ask immediately. Government forbid officials furnish.”

The *modus vivendi* licenses issued by the Canadian Government were as follows :—

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<i>Year.</i>	<i>No. of vessels.</i>	<i>Tonnage.</i>	<i>Fees collected.</i>
1888..	36..	2,554..	\$3,831 00
1889..	78..	6,393..	9,589 50
1890..	119..	9,641..	14,461 50
1891..	98..	7,399..	11,098 50

The reciprocal issue of licenses by Newfoundland, however, continued only during the years 1888 and 1889.

In 1890, Newfoundland exacted from Canadian fishing vessels license fees, the total amount of which is only known to that Government; but the Department of Marine and Fisheries is in possession of detailed information that fees were paid by 45 Canadian fishing vessels, aggregating \$5,780.38. Other vessels are known to have paid similar fees, but definite information is not yet available.

REFUND OF FEES.

Sir William Whiteway drew attention to the subject of the suits now pending in the Courts of Newfoundland, to enforce a refund of the license fees paid by Canadian vessels. He said that while it was intimated in the formal proposal of the Canadian Government ("C") that that Government had not power to withdraw these suits, it seemed to be clearly shewn in the despatches published that these suits were completely under their control, either as regards prosecution, suspension, or withdrawal. From reports and letters of the Minister of Marine, it appeared that these claims were collected by the Canadian Government through the medium of a public notice. He would beg to call attention to the following:—

" DEPARTMENT OF FISHERIES,
Ottawa, 22nd January, 1892.

The Collector of Customs at _____

SIR,—The Honourable the Minister of Marine and Fisheries, being advised that the exaction by the Newfoundland Government from Canadian fishermen of fees for licenses to purchase bait during the year 1890 was illegal, intends to take steps to recover them for the fishermen.

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“I enclose you herewith a supply of forms which are to be filled up with the necessary information to enable action for recovery of the fees.

“You will please distribute these forms among any parties who, to your knowledge, may have paid such fees, or deliver to parties applying to you for them, in accordance with the notice published in the newspapers.

I am, Sir,
Your obedient servant,
S. P. BAUSET,
Acting Deputy Minister of Fisheries.”

“NOTICE TO BANK FISHERMEN.

DEPARTMENT OF FISHERIES,
Ottawa, 25th January, 1892.

The undersigned has been advised that the exaction of license fees from Canadian fishermen by the Government of Newfoundland during the fishing season of 1890 was illegal, and he intends to take such proceedings as are available to obtain redress on their behalf. For this purpose he respectfully requests that the owners or masters of all fishing vessels from whom license fees have been collected would place themselves in immediate communication with the nearest Collector of Customs and give him such full particulars of the matter as they can.

CHARLES H. TUPPER,
Minister of Marine and Fisheries.”

“OTTAWA, 27th January, 1892.

SIR,

I herewith send you a form for the purpose of obtaining a statement of the amount of the fees, etc., you paid to the Newfoundland Government during the year 1890 for licenses to purchase bait, etc., for

REPORT—HALIFAX CONFERENCE.

your fishing vessel, and I have to request you to be good enough to fill up this form and sign the authority printed on the back of the same.

“The Honourable the Minister of Marine and Fisheries, being advised that the exaction of fees in question was illegal, intends to take steps to recover them back for the fishermen.

I am, Sir, your obedient servant,

S. P. BAUSET,

Acting Deputy Minister of Fisheries.”

It was therefore evident that the suits were not in consequence of the complaints of the fishermen, but as a result of the invitation issued by the department.

Sir John Thompson explained that the Government held themselves responsible for the procedure. Very great pressure had been brought to bear upon the Government by the injured fishermen, as would appear by reference to the documents now on the table, both through the medium of direct communication, repeated telegrams, and the indirect pressure brought to bear through the members for their respective constituencies. While *Sir William Whiteway* was quite correct in his statement that the Dominion Government had complete control of the suits now pending, it was equally correct that the withdrawal of these suits would not cancel the individual right of the injured fishermen to enter suits on their own behalf.

Mr. Chapleau, in support of the remarks of *Sir John Thompson*, quoted from the report of *Lieut. Gordon* of the 3rd December, 1890, asking that the Government of Canada should take up the case of the fishermen, in the following words:—

“The man is only a poor fisherman, and is not able to take the necessary legal steps to defend his own rights or recover damages, and as he apparently endeavoured in every particular to comply with the local laws, his case is one which, I think, the Government may fairly take up in the general interest of our fishermen, for this is not an isolated case, and there is a very strong feeling among the fishermen on our coasts that Newfoundlanders have every privilege on our shores, whilst, when they visit Newfoundland, they are regarded as foreigners and treated in a directly hostile manner.”

REPORT—HALIFAX CONFERENCE.

He then quoted an opinion expressed by the Council of the Montreal Board of Trade, as follows :—

“ That the Council is of opinion that all retaliatory legislation against Newfoundland should be withdrawn, and that diplomacy should be trusted to arrange other matters in dispute ; and further, that the Government should be sustained in its opposition to a treaty giving rights and privileges to a foreign power on this continent in the British North American inshore fisheries which, jointly with Newfoundland, belong to the Dominion of Canada by birthright and immemorial usage.”

The Halifax Board of Trade had adopted the following resolution on the subject :—

“ That whereas the Halifax Board of Trade is deeply sensible of the grave injury to trade that results from the hostile legislative enactment between the Governments of Newfoundland and Canada, and of the great loss and inconvenience that are inflicted on both countries by the present position of affairs, be it resolved :—

1. That the Halifax Board of Trade urge upon the Government of Canada, by special memorial, the desirability of arranging, if possible, a *modus vivendi* under the terms of which the hostile tariffs and enactments of both countries should be held in abeyance until sufficient time is given to enable diplomatic conference to adjust the whole difficulty.

2. That the Halifax Board of Trade is of opinion that the Bond Convention between the Governments of Newfoundland and the United States would affect Canadian fishery interests most injuriously, in that the produce of the Canadian fisheries would compete in the American markets with the produce of the Newfoundland fisheries at an enormous disadvantage, represented by the severe duties exacted from produce of Canadian fisheries from which the produce of Newfoundland fisheries would be exempt. And that the Halifax Board of Trade deem it desirable that the Canadian Government should use every effort to prevent the Bond Convention from being carried into effect.

3. That the Halifax Board of Trade should also memorialize the Canadian Government to urge on the Newfoundland Government the withdrawal of the Bait Act directed against Canadian fishing vessels on the grounds that its enforcement is a violation of the pledge given by

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the Government of Newfoundland, is opposed to the comity that should exist between colonies under the British flag, and is not a fair return for the port privileges which Newfoundland fishing vessels enjoy without restriction on the Canadian and Labrador coasts and their free admission to Canada's inshore fisheries."

Mr. Bowell stated that the grievance connected with the imposition of these license fees was intensified by the discrimination in favour of American vessels. He quoted from the *Royal Gazette* of Newfoundland a proclamation over the signature of the Colonial Secretary, containing instructions for Magistrates, Customs officers, etc., in relation to the Bait Act, of which the following is an extract:—

"No license shall be granted except to Newfoundland and United States fishing vessels, and before granting such license, the Customs Officer or Magistrate shall require to have produced to him the ship's register in the case of Newfoundland vessels, and in the case of United States vessels the clearance papers from the American Customs."

Mr. Bond explained that in treating American vessels thus considerately, they felt that they were treating with a friendly power, who had expressed a willingness to grant them certain concessions pending the ratification of the Convention which was in abeyance through no fault of the American Government, and considered it unwise to impose a tax on American vessels.

Mr. Bowell replied that it was very much to be regretted that the Government of Newfoundland should have looked upon Canada (composed, as it is, of British provinces) as an unfriendly power, which was the only inference that could be drawn from the remark which had fallen from *Mr. Bond*. On behalf of the Canadian Government he desired to disclaim any feeling of hostility or unfriendliness towards Newfoundland. On the contrary, the desire of Canada was to maintain the most friendly relations, both commercially and politically, with that Colony, as was evidenced by the official papers now before the Conference. In regard to the remarks of *Sir William Whiteway*, he (*Mr. Bowell*) could not understand why objection should be taken by the Newfoundland delegates to the proposal of the Canadian delegates to refer the question of the right on the part of the Government of Newfoundland to collect license fees from the Canadian fishermen to a court of

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competent jurisdiction. If the Newfoundland Government had any legal right to collect this tax, why should it object to have that right affirmed by a tribunal competent to give a decision? If no such right existed, it could scarcely be supposed that the Government would desire to retain money illegally taken from Canadian fishermen. The question of testing in a court of law the rights of a subject against the Crown was of constant occurrence, and if the Canadian fishermen had been illegally taxed by the Newfoundland Government, surely it was not asking too much that these toilers of the sea should have the privilege of at least taking their case into court in order to have their grievances redressed—if grievances really existed. To deny this right would be anti-British, and he could not but express surprise at the position taken upon this question by the Newfoundland delegates. If they were legally right, they had nothing to fear; if wrong, the money taken from the fishermen as license fees was illegally taken, and should be refunded. A Government could not afford to be less considerate of the rights of a subject than would an individual in a private transaction in which the right to property is involved: hence he hoped the Newfoundland delegates would reconsider the position they had assumed on this question.

Sir John Thompson suggested that it might be well to consider some of the claims which had been brought to the attention of the Cabinet for alleged ill-treatment of Canadian vessels by Newfoundland officers. He referred especially to the case of the schooner *Ocean Belle*, owned by John Allen & Sons, of Halifax. Captain Wrayton, the master of this schooner, filed a statement, of which the following is an extract:—

“Left Halifax, N.S., 21st January, 1891, for Fortune Bay, Newfoundland, to procure a cargo of frozen herring; arrived at St. Jacques on the 29th following. Entered vessel at Custom House, paid duties, and received coastwise clearance from Collector Clinton. Asked him for instructions, and if any further papers were necessary for me to procure herring. He answered me ‘There is nothing to prevent you securing your load of frozen herring; you can do so as far as I am concerned. I have no instructions to the contrary.’

“Left St. Jacques on the 4th February; sailed to Belloram and

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other places about the Bay in search of herring, but secured none until the 16th March, when we took on board one hundred and seventy-five barrels. On the 20th March took another lot of sixty barrels. At midnight on the 23rd of March we returned to Belloram. On the 25th purchased from one Patrick Farrell two hundred and sixty barrels of fresh herring. Just as the purchase was concluded, the steamer *Greyhound*, employed by the Government of Newfoundland, steamed into Belloram with Philip Hubert, Collector of Customs at Harbor Briton, on board, who at once sent a policeman on board my vessel and demanded the removal of the hatches. I protested against disturbing the hatches, the weather being soft, but finally had to comply with his demand. I was then asked to go on board the *Greyhound*, when Collector Hubert informed me that I could take no more herring, at the same time forbidding Farrell delivering me any of the lot I had secured from him, and placed a policeman on board to prevent his doing so.

“On the following morning, 26th, Collector Clinton arrived from Bay L'Argent (telegraph station) and I at once went with him on board the *Greyhound*, when a consultation was held to decide what to do with the herring I had already on board. They decided to take a bond from me to land the fish at Halifax, N.S., at the same time stating their instructions were to allow no Canadian vessel to secure fresh herring. I asked them to put their refusal in writing. This they refused to do.

“During the 26th the wind changed to north-north-east, and the weather turned intensely cold. Tried to secure herring again from Farrell, but policeman prevented him from handling them.

“On the morning of the 27th (the steamer *Fiona*, also employed in the Newfoundland Government service, and having on board Commissioner Sullivan, not having arrived as expected) I sailed for the Bay the East. On the way down secured a lot of twenty (25) barrels of herring, spread them on ice for freezing, and engaged two hundred and fifty (250) barrels more from one Jeremiah Petit. Had about one hundred (100) barrels in boats to spread on ice when steamer *Fiona* arrived, and Commissioner Sullivan boarded my vessel, asking me what I was doing here. Told him I was trying to freeze balance of my cargo, if allowed to do so. He then asked me if Collector Hubert had not forbidden me taking herring. I replied he had, but that he had refused

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to put his order in writing, or give or shew his authority for the course he was taking. Commissioner Sullivan then demanded the hatches removed, looked at the fish, and ordered the hatches replaced, at the same time forbidding me taking another fish. I then demanded of him a written notice that I should secure no herring. This he positively refused to give, and was some time in doubt whether he would allow me to take what herring I had already on board. Finally I was allowed to take vessel to St. Jacques with the first catch of herring. Before leaving, Mr. Sullivan ordered the men in charge of the one hundred (100) barrels of herring to throw them overboard, which was done in the presence of myself and crew. The night following was intensely cold. I had then to go on board the *Fiona*, when I was compelled to take a most binding oath that the herring I had on board would not be used for bait in Nova Scotia."

" HATTIE."

In this connection, *Mr. Bowell* referred to the statement of Henry Dicks, owner of the schooner *Hattie*, of Charlottetown, from which it appeared that Mr. Dicks had taken out a fishing bounty license under the provisions of a Statute of Canada. He states:—

" That on the 5th day of July he entered the port of Channel, Newfoundland, reported at Customs, paid the usual light-dues, and made entry of fishing supplies, consisting of 130 empty herring barrels and 4½ tons of salt ;

" That a duty was exacted from him on his supplies amounting to \$16.70 ;

" That, upon protesting against the payment of such duty, Mr. Dicks was detained four days, but in order to obtain a clearance to proceed to the fishing grounds, he eventually paid the duty, though the barrels and salt had not been landed ;

" That, having cleared from the port of Channel on the 10th July for coastwise fishing, having on board the aforesaid fishing supplies, usual stores, and a seine, Preventive Officer Richard Furneaux, in the service of the Newfoundland Government, came on board (the 7th August) when he was seven miles from Burnt Island and seized his vessel for alleged violation of the law in hauling herring with a seine ;

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“ That he afterwards proceeded to Channel, and was granted a license on the 11th August to continue fishing, on giving bond for \$2,000 that the fish were for food and exportation ;

“ That, having resumed charge of his vessel, an officer came on board and would not allow the petitioner to resume fishing. Shortly after, the petitioner discovered that his seine had been ‘ tripped,’ and that the herring were lost by the interference of the preventive officer ;

“ That on the 13th August the petitioner paid \$18, or \$1 a ton, to the Customs Officer, getting a receipt therefor, but the seizing officer refused to allow the ship to go ;

“ The petitioner was arrested, and on the 20th August was tried for an infringement of the Bait Act, and a fine of \$6 was imposed. The petitioner being unable to afford an appeal, this fine was paid ;

“ The herring season was then over, the crew had become demoralized, the petitioner had sustained very serious loss, and, being an ordinary fisherman, he was unable to seek redress for the interference which resulted in the loss of his fish from the seine, as well as that of the fishing season. He claims the sum of \$2,000 damages.”

Mr. Bond stated, in connection with the cases referred to by Sir John Thompson and Mr. Bowell, that he did not at the moment remember the circumstances connected with them, nor the reasons which induced the Newfoundland Government to consider themselves justified in refusing to entertain them. In such matters the Government was, of course, guided by the reports of the officers entrusted with the enforcement of the Bait Act, and on his return to Newfoundland he would be glad to look into the matter.

In reply to Sir John Thompson, he stated that the Newfoundland Government would be quite willing to consider any renewed representations which might be forwarded by the Canadian Government, and would be glad to forward copies of any reports which may have formed the basis of the past action on the part of the Newfoundland Government.

CUSTOMS EXACTIONS.

Mr. Bowell called attention to a number of grievances which had been reported to the Canadian Government with referenc to the prac-

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tice said to prevail among Newfoundland Customs officials of charging and collecting duties upon goods (in some cases even salt and barrels) which had never been landed on Newfoundland territory.

Mr. Chappleau said that Captain Wakeham, of the Fisheries Protection Service, had made a special report regarding these matters. In the report of the 15th February last Captain Wakeham had called attention to the cases of the following, viz :—

Garland, Petite Riviere ;

Magic, Lunenburg ;

Vigesco, Halifax ;

Ella Maud, Shelburne ;

Valiant, LaHave ;

Mayflower, LaHave ;

Vanilla, LaHave ;

Bessie A., LaHave ;

Jewel, Lunenburg.

These vessels had to pay duty on passing the line at Blanc Sablon, on the salt and barrels which they had on board for curing and packing their fish. For many years Canadian fishermen having taken no fish had to pay these duties on the same barrels and salt the following year. In this way the duty had sometimes been paid three times on the same articles, although these articles were carried for fishing operations only, were not intended for trade, and were never landed.

Captain Wakeham had also reported that on the sedentary shore fisheries where goods were landed and sold, Canada has, during the past two years, collected duties on dutiable articles, but the salt, nets, hooks, and lines, etc., used in fishing operations were admitted free.

Sir William Whiteway stated that he had been informed that the practice of collecting duties upon goods which had not been landed was in vogue during the administration of his immediate predecessors, but on his assuming office, the matter was brought to the notice of the Government. Orders were issued immediately to have it discontinued, and Customs officials were instructed not to collect duties on goods intended to be used in carrying on fishing when not landed.

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THE " PROPOSALS."

Adverting to the proposal and counter-proposals which had been formally submitted, *Mr. Harvey* recapitulated the points at issue as he understood them, and stated that in view of the fact that the Newfoundland delegates had agreed to guarantee to remedy the objections made by the Canadian Government against the Bait Act, and the discrimination which they feared would be exacted by Newfoundland through the provisions of the Bond-Blaine Convention, he expressed deep regret that the Canadian delegates had not seen fit to adopt the counter-proposal " B," submitted by Sir William Whiteway.

Mr. Bond pressed upon the Canadian delegates the advisability of considering whether the counter-proposal just referred to by Mr. Harvey should not be reconsidered, with a view to its adoption if possible.

Mr. Chapleau said the Canadian delegates had assumed that the assurances given by their Newfoundland colleagues that the objections taken by Canada to the Bond-Blaine Convention as regards the Bait Act of Newfoundland and the possibility of discriminating against Canadian exports to Newfoundland under that Convention were removed by the concession to Canadian fishermen and vessels of the same rights to procure bait as are conceded to Newfoundland fishermen, and under the same conditions and restrictions, and that no discrimination would be made against Canadian exports to Newfoundland, provided the Canadian Government would undertake to have legislation enacted by the Canadian Parliament giving effect to the Newfoundland Bait Act and preventing violations of the same by Canadian fishermen and vessels, and provided also that the fishery products of Newfoundland and the packages containing the same would be admitted free of duty into Canada. With that view the Canadian delegates agreed that such legislation would be recommended to the Canadian Parliament, and that the freedom of duty to Newfoundland fishery products, and the packages containing them, would be granted by Canada.

The Canadian delegates further declared that they were ready to submit to their colleagues of the Cabinet at Ottawa the reasons and arguments proffered by the Newfoundland delegates tending to remove the objections made by Canada to the Bond-Blaine Convention, on the ground that such Convention would be greatly detrimental to the fish-

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ery interests of Canadian fishermen, and that they would do this with the view of bringing the relations of the two colonies to the most harmonious character consistent with the interests of both countries.

The Canadian delegates, in furtherance of the mutual desire expressed by both parties to come to an amicable agreement and settlement regarding the difficulties now existing between the Dominion of Canada and Newfoundland, asked that the *modus vivendi* between the two colonies be extended until the 1st August next, so as to allow the renewal of negotiations with the United States for the admission of Canadian fishery products into the American markets on terms satisfactory to Canada and to Newfoundland.

The Canadian delegates must express their deep regret that their offer has not found favour with the Newfoundland delegates, and that their sincere desire to bring about a friendly issue to the controversy between the two colonies has been frustrated by the persistent demand that a complete surrender of the rights of Canada to object to a Convention which she thinks detrimental to her interests and to the general interests of the future union of all the British North-American possessions, should be stipulated by the Canadian delegates in recommending to their colleagues of the Canadian Government to withdraw their protest against the Bond-Blaine Convention in the case of a refusal by the United States to grant to Canada the same, or adequate advantages as those which were stipulated in the Chamberlain-Bayard Treaty of 1888.

UNION.

Mr. Bowell expressed his regret that the delegates from Newfoundland had not seen their way clear to a friendly consideration of the much more important subject of union, which might be a solution of all the questions now agitating the two countries. It appeared,

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however, that Mr. Harvey had objections to even discuss the subject until all others in dispute had been settled.

Sir John Thompson, reverting to the former discussion upon this subject, was still strongly of opinion that, though the question of union might not be finally disposed of at this Conference, what had taken place should be made a part of the record. Though the subject of union was not specially mentioned in the Order in Council of Canada, it was understood that all matters affecting trade relations with Newfoundland might be discussed, and any proposition tending to a solution of the existing difficulties not only might, but should be considered. He must therefore insist that what had been said should be recorded in the proceedings of the Conference, otherwise there would not be a correct record of what had taken place.

Mr. Harvey expressed himself strongly against any consideration of the question of union until a definite answer had been given by the Canadian delegates with reference to the proposals now before the Conference. He re-affirmed his statement made at a previous meeting that the Conference should first dispose of the questions which had been placed before it. He called attention to the origin of the Conference in the suggestion of Lord Knutsford, at the time when there was a cessation of trade and commerce between the two colonies, that a conference should be arranged to consider the points in difference between the two Governments, and that, pending the meeting of the Conference, all hostile proceedings should cease. This was agreed to; the truce was proclaimed, and this is the way the Conference and the matters in dispute should be, in his opinion, brought to an agreement or a direct issue, after which, if time permitted, he would be glad to listen to any expression of opinion which the Canadian delegates might desire to make as to the terms upon which the union might, at some time in the future, take place. This union must be dependent on circumstances which may arise in the future.

Mr. Bond quite concurred in the opinion of Mr. Harvey that it was of paramount importance that the questions directly relegated to the Conference should be first disposed of. At the same time he could not conceive of any objection to consider any proposal submitted by the Canadian representatives as a solution of present difficulties. If Mr. Bowell seriously brought forward the question of union, he was

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quite prepared to hear what he had to say. He used the word seriously advisedly, because on Saturday, when the matter was first introduced by Mr. Bowell, it had been suggested that the discussion should not be recorded as part of the minutes of this Conference, and he was of opinion that any proposal seriously made should form part of the records, together with the opinion expressed thereon. He did not agree with his friend, Mr. Harvey, that the Newfoundland representatives had no authority or right to consider the question. He submitted that their duty was to consider all questions of difference between the two colonies and proposals as to a solution of such differences, and he desired to refer to the Minute of Council signed by His Excellency the Governor of Newfoundland (Appendix 4), which was their authority so to do.

Mr. Harvey again protested against the consideration of this question until the Conference should come to some decision upon the questions which had been relegated to it, and which had formed the subject of discussion during the past few days.

Sir John Thompson, in reply to Mr. Harvey, said that the Canadian delegates could, of course, only discuss the questions which the Newfoundland delegates were willing to discuss, and must discuss them in the order desired by the Newfoundland delegates. He considered, however, that the question of union was one of the greatest pending between Canada and Newfoundland, and therefore within the authority of the delegates to discuss. In any case, he pressed that what had been said on this subject on Saturday and to-day should appear on the record, if any record of the discussion was intended to be preserved and made public. The expectation of the public in Canada was that the question of union would be brought forward, and if the delegates on their return should be asked whether that question was taken up, they could not be expected to deny the fact. If the record was silent on that subject, they would be obliged to contradict the record.

Sir William Whiteway expressed the opinion that the consideration of the question of union, if proposed as a solution of existing difficulties, was a proper one for the consideration of the Conference.

Mr. Bowell said that he could not help remarking, and he would do so, he hoped, not in an offensive manner, that Mr. Harvey had been

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conjuring up phantoms for the purpose of knocking them down, which, he admitted, had been very well done. It must be remembered, however, that he (Mr. Bowell) had not even suggested delay in the settlement of the questions now before them for consideration.

All that he had done was to ask the consideration of the greater question in a manner that might lead to a final settlement of all questions of dispute between them.

Sir William Whiteway, on behalf of the Newfoundland delegates, handed in counter-proposal "D" (see Appendix 8).

Conference adjourned until Tuesday, at 3 o'clock.

W. V. WHITEWAY, *Chairman*,
R. BOND,
A. W. HARVEY,

M. BOWELL,
J. A. CHAPLEAU,
JNO. S. D. THOMPSON.
DOUGLAS STEWART, *Secretary*.

HALIFAX, November 15th, 1892.

Conference resumed at 3 o'clock, all the delegates being present.

Mr. Bowell handed in proposal "E" (see Appendix 9).

It was agreed that the delegates should recommend to their respective Governments that the rate of postage between the two countries be reduced to three cents per ounce, and that newspapers, when sent from the office of publication, be transmitted free.

It was moved by *Mr. Bond*, seconded by *Mr. Chapleau*, and

Resolved,—That the Canadian and Newfoundland delegates desire to record their high appreciation of the kindness of the Provincial Government of Nova Scotia in placing at their disposal the Legislative

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Council Chamber during their deliberations in Halifax, and that this expression of their gratification be conveyed to the said Government through the Honourable W. S. Fielding, Premier.

It was agreed that no statement of the business of the Conference should be made public until the delegates report to their respective Governments.

Conference concluded.

W. V. WHITEWAY, *Chairman.*

R. BOND,

A. W. HARVEY.

M. BOWELL.

J. A. CHAPLEAU,

♦ JNO. S. D. THOMPSON.

DOUGLAS STEWART, *Secretary.*

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APPENDIX I.

[Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General in Council on the 23rd September, 1892.]

The committee of the Privy Council have had before them a telegram from the Administrator of the Government of Newfoundland to your Excellency, dated the 15th September, 1892, hereto attached.

The committee advise that your Excellency be moved to inform the Administrator by telegraph that a deputation from the Canadian Government can meet a delegation from the Government of Newfoundland at Halifax to discuss the fishery question and other questions between Newfoundland and the Dominion any time after the 10th day of October next.

The committee further advise that the Government of Newfoundland be invited to name a day subsequent to the 10th of October, on which it would be convenient for their delegates to meet a Canadian delegation.

JOHN J. MCGEE,
Clerk of the Privy Council.

TELEGRAM.

(Administrator of Newfoundland to Lord Stanley of Preston.)

ST JOHN'S, NEWFOUNDLAND,
September 15th, 1892.

Am requested by my responsible advisers to enquire of Y. L. earliest possible date at which it will be convenient for a deputation of Canadian Government to meet delegation from this colony to discuss fishery question and other questions of difference between the two Governments.

ADMINISTRATOR.

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APPENDIX 2.

[Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General in Council on the 23rd September, 1892.]

The committee of the Privy Council beg to recommend to your Excellency that the Minister of Militia and Defence, the Minister of Customs, and the Minister of Marine and Fisheries, be appointed a deputation to meet and confer with certain delegates from the Government of Newfoundland upon the fishery question and other questions between the two Governments.

JOHN J. McGEE,
Clerk of the Privy Council.

APPENDIX 3.

[Certified copy of a report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor-General in Council on the 29th October, 1892.]

The Committee of the Privy Council beg to recommend to your Excellency that the Minister of Justice be appointed a member of the deputation to meet and confer with certain delegates from the Government of Newfoundland upon the fishery question and other questions between the two Governments in the room of the Minister of Marine and Fisheries, who is obliged to proceed to England on official business.

JOHN J. McGEE,
Clerk of the Privy Council

The Honourable the Minister of Justice.

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APPENDIX 4.

[Certified copy of Minutes of the Honourable Executive Council, approved by His Excellency the Governor on the 27th October, 1892.]

On consideration of the question of a delegation to Halifax, Nova Scotia, to confer with delegates from the Government of the Dominion of Canada upon the question of the fisheries and other matters of difference between the two Governments, it was resolved that the Hon. Sir W. V. Whiteway, K.C.M.G., Premier, the Hon. Robert Bond, Colonial Secretary, and the Hon. A. W. Harvey, do proceed as delegates from this colony to Halifax on the 2nd proximo.

T. O'BRIEN, *Lieut.-Col., Governor.*

APPENDIX 5.—“A.”

The Canadian representatives having stated their objections to the Bond-Blaine Convention, and the representatives of Newfoundland having assured the former of their desire to remove all such objections, in so far as it may be in the power of the Government and Legislature of Newfoundland to do so, and having declared that the ratification of that Convention is a matter of the utmost importance to the colony of Newfoundland, the Canadian representatives desire to express their gratification at the assurance before mentioned.

They are unable to state without consultation with their colleagues of the Cabinet that the protest of Canada against the ratification of the Convention would not be continued, even though it should be found impossible to secure for Canada admission of Canadian fishery products to the markets of the United States, on terms like those granted to Newfoundland, under the Convention.

The Canadian representatives therefore suggest that, for the

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present, that question be left in abeyance, and that in the meantime an agreement be made as follows :—

That Her Majesty's Government shall not be asked by Newfoundland to ratify the Convention until a reasonable time shall have elapsed to give Canada a further opportunity to ascertain whether the United States will consent to put the fishery products of Canada and of Newfoundland on the same footing, or grant equivalent concessions to Canadian products ;

That it be understood to be the intention that Newfoundland will put Canadian fishermen and vessels on equal footing with Newfoundland fishermen and vessels from time to time as to supplies of bait and other matters, and that no discrimination will be made against exports from Canada to Newfoundland. These two provisions to be secured at least for the time during which the Convention shall be in operation, if it should be ratified ;

That in the meantime, *i.e.*, during the period allowed for negotiations on the part of Canada, the fishermen and vessels of Canada shall have bait and other facilities on the same footing as those of Newfoundland, and that no duties shall be imposed in Canada on the fishery products of Newfoundland in their fresh, salted, dried, or cured state, including fish-oils, and no discriminating duties in Newfoundland on exports from Canada ;

That Canada will adopt such legislation as may be within the competence of her Parliament against infractions of the laws of Newfoundland respecting bait by Canadian fishermen and vessels who may obtain supplies of bait in Newfoundland.

APPENDIX 6.—“B.”

The Newfoundland delegates, having carefully considered the paper submitted by the Canadian delegates, regret that, notwithstanding the fact that the Newfoundland delegates have expressed their willingness to recommend to their Government the removal of the objec-

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tions raised by Canada, viz : differential duties, access to bait, licenses under 1818 Treaty, to the Bond-Blaine Convention, the Canadian delegates hesitate to undertake on behalf of their colleagues the withdrawal of the protest, even after time has been allowed for the conduct and termination of further negotiations with the United States on the part of Canada.

If the Canadian delegates will, however, undertake to recommend to their colleagues the withdrawal of the protest under the foregoing circumstances, if Canada-United States negotiations have not been concluded by June 1st, 1893, the Newfoundland delegates will cordially assent to the proposal as submitted.

In case this meets with the approval of the Canadian delegates, the reports to the respective Governments should embrace provisions regarding the consulate at St. Pierre, an agreement for the delimitation of the Labrador boundary, and that the suits now being prosecuted in the Newfoundland Courts regarding license fees should be withdrawn.

The Newfoundland delegates would also suggest that the verbiage of the two first paragraphs on the second page of the paper submitted should read somewhat as follows :—

1. That it be understood to be the intention that Newfoundland shall put Canadian fishermen and vessels on the same footing, and that Canada shall put Newfoundland fishermen and vessels on the same footing as regards their respective fisheries as the respective fishermen and vessels were upon prior to the year 1890; that no discrimination will be made by Canada or Newfoundland upon the exports from each of the colonies to the other; and that fishery products and packages containing the same shall be free upon entry into each colony from the other. These two provisions to be secured to each colony during the operation of the Convention, should it be ratified;

2. That in the meantime, *i.e.*, during the period allowed for negotiations, the provisions contained in the next last preceding paragraph shall be in operation between the two colonies,

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APPENDIX 7.—“C.”

The Canadian delegates beg to offer the following suggestions to the delegates from Newfoundland on the counter-proposal just handed in by the latter to the former :—

Without discussing for the present the completeness of the statement of Canada's objections to the Bond-Blaine Convention, but coming at once to the request that the Canadian delegates shall recommend to their colleagues the withdrawal of the protest made by the Canadian Government, they request the Newfoundland delegates to consider the effects of such a promise. In negotiations like the present, which are *ad referendum*, a promise to recommend would be considered by the Canadian Government as an obligation assumed on their behalf by three of their colleagues, and that Government would, in consequence, not consider themselves free to deal with the whole question on its merits. The Canadian delegates can therefore only undertake to submit the whole question to their colleagues, and to assure the delegates from Newfoundland that the representations that they have made will be considered by the Canadian Government with an anxious desire that the relations of the two countries shall be of the most harmonious character consistent with the interests of both countries.

The Canadian representatives acquiesce in the proposal to make representations to Her Majesty's Government with reference to a Consulate at St. Pierre, and to delimit the Labrador boundary whenever the Newfoundland Government is prepared to do so—an examination of the question being in the meantime made by geographical experts. As regards the suits now pending in the Newfoundland Courts for the recovery of license fees, the Canadian Government is hardly in a position to withdraw them. They are suits by and on behalf of persons who claim a refund of license fees, etc., and action of the character suggested in the counter-proposal would not bind the claimants to surrender their rights. The Canadian Government, however, would undertake, if it be considered desirable, to secure a suspension of these suits for the period referred to in the next following paragraph as allowed for negotiations. They would prefer that an agreement should be come to for a reference of the question of the liability of the Newfoundland Government for claims of that class to some legal tribunal,

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such as the Judicial Committee of the Privy Council, the Supreme Court of Canada, or the Supreme Court of Newfoundland, with the right to appeal to the Judicial Committee if either of the two latter Courts should be the Court resorted to.

They submit that the period allowed for the negotiations referred to in the proposal and the counter-proposal should be the first of August next.

In other respects they respectfully invite the Newfoundland delegates to reconsider the terms of the proposal made by the Canadian delegates at Saturday's meeting.

APPENDIX 8.—“D.”

The Canadian representatives having expressed their willingness to adopt such legislation as may be within the competence of their Parliament against infraction of the laws of Newfoundland respecting bait by Canadian fishermen and vessels who may obtain supplies of bait in Newfoundland, the Newfoundland representatives undertake to recommend to their Cabinet that Canadian fishermen and vessels shall be put on equal footing with Newfoundland fishermen and vessels as to supplies of bait, and that no discrimination will be made against imports from Canada, provided all the produce of the Newfoundland fisheries, and packages in which the same was contained, shall be admitted to Canadian ports free of duty, and also that the fishermen of Newfoundland are admitted to equal privileges with Canadian fishermen in Canadian waters. The mutual concession to continue in force until the first day of June next, should the Bond-Blaine Convention in the meantime receive the ratification of Her Majesty's Government, or the Canadian Government on or before that date, withdraw their protest against the ratification of the same by Her Majesty's Government, then the said privileges shall continue to exist. The Newfoundland representatives had hoped that after the assurances given, viz : that such guarantee as the Government of the Dominion of Canada shall deem satisfactory will be given by the Government of Newfoundland that no differential tariff

REPORT—HALIFAX CONFERENCE.

will be exacted against the produce of the Dominion of Canada, that the Canadian fishermen will be admitted to equal rights and privileges with the fishermen of Newfoundland, and that a system of licenses shall be adopted as a recognition of the continuity of the Treaty of 1818, which meant the recognition of every objection within the powers of the colony to remove, the Canadian representatives would have undertaken the withdrawal of the protest, or at least to recommend to their colleagues the withdrawal of the same after a reasonable time had been allowed to afford Canada a further opportunity to ascertain whether the United States would consent to put the fishery products of Canada and of Newfoundland on the same footing, or grant equivalent concessions to Canadian products.

The Newfoundland delegates fail to see that, in asking the Canadian representatives in these negotiations, which are *ad referendum*, to recommend to their Government the withdrawal of the protest, their freedom of action would be contracted or influenced beyond the expression of an opinion by the Canadian representatives, and they regret that the Canadian representatives decline to accede to their request in this behalf.

In the absence of such an undertaking, the Newfoundland delegates are unable to give a promise to the effect that Her Majesty's Government will not be asked by the Government of Newfoundland to ratify the Convention aforesaid, more especially as such ratification is considered to be of vital importance to the trade and commerce of the colony.

The Newfoundland representatives presumed that, in proposing the withdrawal of the suits respecting the license fees, their request would not have been deemed unreasonable, but would have met with a ready acquiescence, and they fail to perceive any concession on the part of the Canadian representatives in a proposal to refer the matter to a Judicial Tribunal, which is the utmost that can be done under the most antagonistic circumstances. They would therefore most respectfully ask a reconsideration of this subject by the Canadian representatives, and a modification of their proposal.

REPORT—HALIFAX CONFERENCE.

APPENDIX 9.—“E.”

The Canadian delegates will submit to their Government the reply handed to them by the Newfoundland delegates last evening.

In the meantime, however, they respectfully assert that the stipulations which that reply designates as “mutual concessions” can hardly be regarded as such for the following, among other reasons:—

1. The right of Canadian fishermen to buy bait in Newfoundland on equal footing with Newfoundland fishermen had already been secured as a condition to which the Bait Act received the Royal assent, and the Law Officers of England have, it seems, advised Her Majesty's Government that it is illegal for the Government of Newfoundland to adopt any other course;

2. Equal rights of fishing in the waters of the two countries could not be regarded as a concession to Canada by Canadian fishermen. They are of opinion that the fisheries in Newfoundland waters are not so productive as to afford them lucrative employment, while the fisheries in Canadian waters are far otherwise. The fishermen of Canada in using the deep sea fisheries (which are open to the world) desire to enjoy the right to procure bait in Newfoundland. The fisheries of Canada have always been open to Newfoundland fishermen on the same terms as to Canadians. Both have always had the same terms in the markets to which the produce of the fisheries was carried. If, however, the Convention between the United States and Newfoundland should give the Newfoundland fishermen a preference over Canadian fishermen in the markets of the United States by stipulations for free fish for Newfoundland, while Canadian-caught fish would remain subject to duty, the disadvantage to Canadian fishermen would be seriously enhanced if Newfoundland fishermen could pursue the fisheries in Canadian waters. Canadian fish would then indeed have a free market, but only when caught by Newfoundland fishermen;

3. The offer that, in the event of Canada submitting to have the Convention go into force, discriminating duties would not be imposed on her exports to Newfoundland, is merely an offer to do that which the Government of that colony and the delegates have avowed to be their intention in making the Convention. Canada has never imposed discriminatory duties on imports from Newfoundland, and although

REPORT—HALIFAX CONFERENCE.

Newfoundland for a time did so against Canada, it has been assumed that she did so under a feeling of irritation, and that a policy so contrary to the principles which should govern the relations between two dependencies of the Empire would not be adhered to.

As regards the desire and expectation of the Newfoundland delegates that the suits should be absolutely withdrawn, it must be remembered that these suits were brought to recover sums of money which were obtained by the Newfoundland Government from persons in Canada without, it is contended, the authority of law. The Canadian delegates submit that the proposal for a reference of the controversy to some competent authority should be satisfactory, and that the Canadian Government should not be asked to pay their people the money which has thus been obtained by Newfoundland. This would be the result of their undertaking to have the suits withdrawn, as the individual claimants could not be expected to abandon their rights, and neither the Parliament nor Government of Canada could take away those rights.

REPORT—HALIFAX CONFERENCE.

(BY TELEGRAPH.)

ST. JOHN'S, January 12th, 1893.

(*Whiteway, Harvey, and Bond, Commissioners, to*—————.)

Please refer to remarks attributed to you on pages 82 and 83 of Minutes. You will remember exception being taken to where they appear when Minutes were submitted and Bond's notes were read in confirmation of objection, and unanimously acquiesced in as correct, Stewart promising to make correction. The same remark appears page 85, and this, we submit, is the order in which they occurred. We therefore ask that the Minutes be corrected in accordance therewith by expunging remarks pages 82 and 83.

Sir John Thompson, Ottawa.

(*Whiteway to Sir John Thompson, Ottawa.*)

FEBRUARY 9th, 1893.

Received your letter and referred to Bond's minutes. Admitted by all as correct at last meeting Halifax Hotel, when you in hurry to leave. The Minutes show your remarks erroneously inserted at pages 82 and 83. Your remarks page 84, same purport, are correct. It was promised Stewart should correct by expunging those at pages 82 and 83. My colleagues consider matter important. Whether so or not, record should be correct. Besides, your reported word "insist," which is not remembered as being used, leads to inference that Newfoundland delegates were desirous of suppressing record of discussion on confederation, which is not correct, Bond being first to require that record should be made, declining to discuss this subject unless discussion recorded (see page 84). As you consider matter no importance, why not correct and avoid friction.

REPORT—HALIFAX CONFERENCE.

OFFICE OF THE MINISTER OF JUSTICE,

Ottawa, Jan. 21st, 1893.

MY DEAR SIR WILLIAM,—I duly received the telegram from yourself and your colleagues with reference to the Minute of our Conference, but on looking at the record it appears to me to contain what took place, on the subject referred to, quite accurately. I remember making two sets of observations on that day referring to the subject of union, and referring to the necessity for the record containing a statement of what actually occurred.

My recollection is that the draft record next day did not notice the discussion on union—presumably in accordance with Mr. Harvey's wish—and that the conversation as to amending the record was merely as to adding to the record the notes which Mr. Stewart had of the discussion as to union, etc. Mr. Bond, if I remember aright, referred to his notes to shew that it had practically been agreed at the meeting you refer to (in connection with pages 82 and 83) that the record should be amended so as to shew the discussion as to union, etc.

I have no recollection of any conversation about having those remarks struck out of the record. On the contrary, it was, I think, as to having them inserted. I delayed answering your telegram until I could see Mr. Bowell, and he confirms my view. Mr. Chapleau is away, but I will communicate with him if you wish. Do you attach much importance to the matter?

Believe me, yours faithfully,

JNO. S. D. THOMPSON.

The Hon. Sir Wm. Whiteway, K.C.M.G.,
Premier, etc., St. John's, Newfoundland.

OTTAWA.

WHITEWAY, St. John's,—

Telegram received. Record tabled Wednesday. Yesterday I stated to House your objections to that day's record, and disclaimed that there was any resistance on part Newfoundland delegates to record containing exact narrative of proceedings. Will send report of explanation.

THOMPSON.

REPORT—BIRTHS, MARRIAGES, AND DEATHS.

To the Honourable the Colonial Secretary,—

SIR,—In submitting my report for the year ending December 31st, 1892, I regret I am unable to accompany it with a statistical statement of the three events, viz: Births, Marriages, and Deaths; and beg to explain the principal causes for my inability to do so. To the present date I have not received full and complete returns for 1892 from a single district; in some I only want returns from one or two registering officers for the last quarter ending January 31st, 1893, which includes November and December, 1892. From other districts I am awaiting returns as far back as quarter ending July 31st, 1892, and in other cases for quarter ending October 31st last.

There are many causes for these delays. First: the clergy and licensed laymen, who are the registering officers, register only the events occurring within their own parish or mission, and as in some of their missions their charge is widely distributed, and some of the settlements very remote, they do not visit them, perhaps, but twice a year: in many instances but once. It is only on these occasions that they can obtain knowledge and particulars of what births or deaths have occurred since their last visit. These events he cannot register until he arrives at his headquarters, except where there may be a local church register kept. Perhaps his visitation may extend for weeks, and in the fall of the year he may not be able to cover the whole, or be too late for the last direct mail to send his returns. Sickness may prevent, as it has to my own knowledge, from collection of events; and in such cases there is nothing to do but wait. In 1891 it was the same, but I got the returns in the spring of 1892 with but one failure. In other cases there is no valid excuse for non-remittance, but indifference and personal convenience. In one or two instances I have received no response whatever. Some delays may be attributed to indolence, for recently I received from two registering officers twelve months returns by one mail.

There is another cause for delay and irregularity, and that is the frequent changing of the clergy from one place to another; the departing registering officer may have sent on his returns all right, but his

REPORT—BIRTHS, MARRIAGES, AND DEATHS.

successor will be some time before he is acquainted with his new charge. So it is all round. Again, a mission may be left vacant for months (there are cases of such at present), and when anyone is appointed, he hardly knows where to begin. These changes and vacant charges are seldom reported to me, and it is by non-arrival of returns that I am led to enquire; a correspondence ensues, causing trouble and delay. In future, as the registering officers get accustomed to the work, these obstacles will be lessened or disappear. Now, as to completeness of the returns: of course I have often to send back sheets for correction or omissions, which are returned rectified, but the sheets are otherwise properly filled up, and rarely have I a vague event to enter. Some are difficult to decipher, but on the whole I can't complain. The only difficult fact to obtain is cause of death, for there are not many places where there is a medical man, and even where there is, not all avail of his services, and the cause of death is generally obtained from attendants present at time of death; in very many cases none is given, especially in infantile cases and very elderly persons. With regard to births, the particulars are generally full and explicit; dates of baptism are sometimes omitted, but dates of register seldom, and if so, have to write for them. With marriages there are few inaccuracies, except as regards the age of the parties. These are ultimately obtained.

There are at present 171 registering officers in communication with this office, and I am pleased to say that, with a few exceptions, our intercourse is very satisfactory.

In the fire of last July everything but the three registry books and unentered sheets were destroyed. All my memorandums, books of reference, letter-book, and other sources of information which I had collected, were burnt, and the books were in such a scorched, disrupted condition that I thought it advisable not to make any further entries in them, but to wait for new ones. Orders were sent to London for new books and all the requisite supply of forms, certificates, and stationery, which arrived in due course—the register and index books and forms not arriving until November. I had then an accumulation of returns covering six months in arrear. Since then I have been constantly at work to a late hour every night trying to overtake time, but have not yet succeeded.

In view of the above fact, had I received all returns for 1892 it

REPORT—BIRTHS, MARRIAGES, AND DEATHS.

would not have been possible for me to prepare a statistical report without ignoring the more important work of the office, for to compile a comprehensive report from a year's returns would mean much time and application, the first of which I had not. Directly after the fire I looked about for an office, but could not get a suitable one wherein to keep the returns as they came in ; so I fitted up an office in my own residence, where I considered the records would be more under my care than in a room far away from my abode.

In conclusion, I beg to again point to the necessity for an assistant. In almost every part of the work one is requisite, and if the important work of indexing is to be done, it cannot be done reliably without assistance, and where some 16,000 items have to be indexed during the year. An accumulation would entail confusion and more assistance. The main labour of entering is more than one person's task, the correspondence is extensive, while the minor duties of the office are many.

Respectfully submitted by your most obedient servant,

AUBYN PEARCE,

Registrar-General.

St. John's, Newfoundland, March 27th, 1893.

REPORT—RELIEF COMMITTEE.

ST. JOHN'S, April 8th, 1893.

SIR,—I have the honour to acknowledge receipt of your letter of the 9th ult., requesting that His Excellency the Governor may be furnished with a report of the proceedings of the Fire Relief Committee, with a statement of their receipts and expenditure, for which the House of Assembly had applied to His Excellency.

On receipt of your letter I informed His Excellency personally that the statements he desired would be prepared as soon as possible, but that, as they would require extensive references and calculations, and the private engagements of the members of the committee having these matters in hand would render them unable, except at intervals, to devote to them the necessary attention, some time must elapse before they could be forwarded to him.

The committee would observe to His Excellency that the work is not yet nearly complete; and it would be impossible at its present stage to give a full report of their proceedings. Such a report will, of course, be presented on the termination of the duties of the committee, and they trust that His Excellency will meanwhile consider sufficient for his purpose the accompanying abstract statements of their receipts and expenditure of money, with distribution of provisions, clothing, and other necessaries, to the 15th last March.

I have the honour to be, Sir,

Your obedient servant,

E. D. SHEA,

Chairman Relief Committee.

W. MELVILLE, ESQ., *Private Secretary.*

REPORT—RELIEF COMMITTEE.

General Statement of receipts and payments for account of St. John's Relief Fund, from July, 1892, to March 15, 1893.

To paid orders signed by the President and Secretary for payment for lumber, stoves, dry goods, tools, provisions, wages (including building sheds in Park and assisting outside building)	\$215,097.00
paid sundry small orders for purchases, etc., under \$50.	2,968.00
paid orders for cost of sheds in New Era Ground	6,750.00
paid order favor St. Vincent de Paul Society	400.00
paid order favor Dorcas Society	400.00
paid sundry small orders favor of fire sufferers for relief	3,905.00
paid sundry orders for special apportionments to sufferers	60,840.00
balance on hand	70,776.00
	\$361,136.00

By total receipts of money from all sources

\$361,136.00

J. OUTERBRIDGE, *Treasurer.*

REPORT—RELIEF COMMITTEE.

Dr. General Statement of Goods received,

To goods sold, viz :		
Provisions and groceries	\$17,838.71	
Clothing, etc.	447.00	
Stoves for burning wood	136.00	
Lumber	160.00	
		<hr/> 18,581.71
To remaining at Fort Townshend :		
Provisions and groceries	1,394.00	
Army goods	1,004.00	
Lumber at Pitts' wharf.	532.00	
		<hr/> 2,930.00
Goods distributed		233,789.21

\$255,300.92

 REPORT—RELIEF COMMITTEE.

*imported, purchased, and sold.**Cr.*

By goods gratuitously received, as per
estimated value :

Provisions and groceries	\$42,270.20	
Clothing and dry goods	23,084.00	
Army goods	9,477.50	
Bedsteads	2,022.50	
Chairs	315.00	
Mattresses	1,927.00	
Stoves	4,127.00	
Lumber	1,692.00	
		84,915.20

Imports, viz :

Provisions and groceries	714.24	
Dry goods	10,727.67	
Furniture	416.50	
Stoves	657.00	
Mattresses	1,612.00	
Lumber	7,059.00	
		21,186.41

To local purchases, viz :

Provisions and groceries	13,967.46	
Clothing and dry goods	9,069.01	
Other goods	8,503.57	
Tools	7,906.98	
Stoves	15,236.29	
Bedsteads	2,568.00	
Mattresses	436.00	
Lumber	91,512.00	
		149,199.31

\$255,300.92

ALEX. MARSHALL,
W. P. WALSH,

Receiving, Selling, and Purchasing Committees.

ASSIGNMENT OF INTEREST IN RAILWAY CONTRACT.

This Indenture made this sixteenth day of May, Anno Domini eighteen hundred and ninety-two, between the GOVERNMENT OF NEWFOUNDLAND, hereinafter called "the said Government," of the first part, GEORGE HODGESON MIDDLETON, of Toronto, in the Dominion of Canada, Civil Engineer, of the second part, and ROBERT GILESPIE REID, of Montreal, in the Dominion of Canada, railway contractor, of the third part.

Whereas by indenture dated the eighteenth day of June, Anno Domini one thousand eight hundred and ninety, made between the said Government of the one part, and the other parties hereto of the other part, the said Robert Gillespie Reid and George H. Middleton covenanted and agreed with the said Government for the consideration therein named to construct and equip a certain line of railway in Newfoundland, as by reference to the said indenture and the specification and drawings thereto appended will fully appear; *And whereas* by clause seventeen of the said indenture it is covenanted between the said parties "the contractors shall not, without the sanction in writing "of the Government, make any assignment of their contract" (the parties hereto of the second and third parts being the said contractors); *And whereas* in pursuance of an agreement lately made between them, the said George H. Middleton, by deed dated the twelfth day of May, Anno Domini eighteen hundred and ninety-two, hath assigned and conveyed unto the said Robert Gillespie Reid all the interest of him, the said George H. Middleton, of what nature or kind soever in the contract made in and by the said indenture, dated the eighteenth day of June, Anno Domini eighteen hundred and ninety, and in the said indenture, as by reference to the said deed of 1892 will fully appear, and the said Robert Gillespie Reid hath requested the said Government to sanction and ratify such assignment and conveyance, and the said Government hath assented so to do, and the said Robert Gillespie Reid hath also requested that the said Government and the said George H. Middleton will mutually release each the other of and from all obligations and liability whatsoever under the indenture first above referred to, and the said Robert Gillespie Reid hath undertaken that he will fully perform all the covenants, clauses, liabilities, and obligations which by

ASSIGNMENT OF INTEREST IN RAILWAY CONTRACT.

the said Robert Gillespie Reid and George H. Middleton were to have been performed under the indenture first above referred to ;

NOW THESE PRESENTS WITNESS, first, that the said Government hereby sanctions and ratifies the assignment made by the said deed dated the twelfth day of May, Anno Domini eighteen hundred and ninety-two ; second, that the said Government and the said George H. Middleton hereby mutually acquit and release each the other of and from all claims, demands, actions, or causes of action, suits, obligations, and liabilities whatsoever which have arisen or may hereafter arise under the said indenture first above referred to ; and third, that the said Robert Gillespie Reid hereby ratifies and confirms the said indenture, dated the eighteenth day of June, Anno Domini eighteen hundred and ninety, and in addition to the covenants therein contained on his part to be performed, undertakes, covenants, and agrees with the said Government that he, his executors, administrators and assigns shall and will in all respects fully and faithfully observe and perform all and singular the covenants, clauses, provisoes, and agreements in the said indenture of 1890 contained, and which were on the part of the said Robert Gillespie Reid and George H. Middleton as joint and several contractors to be performed, as if the said George H. Middleton had not been a party to the said indenture last referred to.

In witness whereof the Colonial Secretary, on behalf of the said Government (and with the sanction of the Governor in Council, as referred to in clause thirty-five of the said indenture of 1890) hath hereto signed his name, and the said Robert Gillespie Reid and George H. Middleton have hereunto set their hands and seals on the day and in the year first above written.

SIGNED by the said Colonial Secretary in the presence of F. C. Berteau ;

SIGNED, sealed, and delivered by the said George Hodgson Middleton in the presence of T. A. Lash, of Toronto, Barrister-at-Law ;

SIGNED, sealed, and delivered by the said Robert Gillespie Reid in the presence of D. Macmaster.

R. BOND,
Colonial Secretary.
GEO. H. MIDDLETON.
R. G. REID.

PORT AUX BASQUES RAILWAY CONTRACT.

This Indenture

T. O'BRIEN,
Lt.-Col., Governor.

.....
*Seal of the Colony
of Newfoundland.*
.....

W. V. WHITEWAY,
H. M. Attorney General.

made at St. John's in the Colony of Newfoundland, this sixteenth day of May, Anno Domino One thousand eight hundred and ninety-three, between His Excellency Sir J. Terence N. O'Brien, Governor of the Island of Newfoundland and its dependencies, in Council, hereinafter called the "Government" of the first part, and Robert Gillespie Reid, of Montreal, in the Dominion of Canada, Railway Contractor, hereinafter called the "Contractor" of the second part, *WITNESSETH* that in consideration of the covenants, conditions, provisoes and limitations on the part of the Government hereinafter contained, to be observed, done and performed, the Contractor covenants and agrees with the Government as follows :—

1.—In this contract the word "work" or "works" shall, unless the context requires a different meaning, mean the whole of the works and materials, matters and things required to be done, furnished and performed by the Contractor under this contract and the specification connected therewith. The word "Engineer" shall be construed to mean the Government Engineer, or such engineer as the Government may appoint for any special purpose. The phrase "Northern Railway Contract" shall mean the contract entered into between the Government and Robert Gillespie Reid and George Hodgeson Middleton, dated the eighteenth day of June, A. D. One thousand eight hundred and ninety.

2.—All covenants and agreements herein contained shall be bind-

PORT AUX BASQUES RAILWAY CONTRACT.

ing on, and extend to, the executors and administrators of the Contractor.

3.—The Contractor hereby undertakes and agrees to construct and equip a line of railway, commencing at the terminus of the road to be constructed under the Northern Railway Contract, being a point two hundred miles distant from Placentia Junction and running by the best, most desirable and most direct route to the north-east end of Grand Lake, thence to the north-east end of Deer Lake and westerly along the north side of Deer Lake and down the Humber River, thence by way of the north side of Harry's River, and thence to Port-aux-Basques, according to the specification hereto annexed bearing even date with these presents and signed by the parties hereto, which is to be deemed part and parcel of this contract.

4.—This contract is made upon the distinct understanding that the Contractor has satisfied himself respecting the nature of the country through which the works are to be built, the character and formation of the soil both on the surface and underneath, the climate and kind of weather to be expected, the quantities of the various embankments, excavations, foundations and all other works whatsoever, the means of access and egress to and from the works, the nature and kinds, qualities and costs, of the various materials, plant and labour required for the works, and generally respecting every matter or thing which may in any way affect the carrying out of this contract, or the cost of the works contracted for. No information obtained by or for the Contractor from any member of the Government, its officers, engineers, agents, or servants, or from any other person, shall relieve the Contractor from any liability and risks or from the entire fulfillment of this contract, or shall give any claim or right, equitable or otherwise, against the Government in addition to his claims and rights under the express provisions of this contract.

5.—The contractor shall, with the exceptions hereinafter contained, at his own expense, provide all and every kind of labor, machinery and plant required in connection with the works or in the construction thereof, and materials, articles and things whatsoever necessary for the due execution and completion of all and every the works set out or referred to in the specification hereunto annexed, and set out and referred to in the plans and drawings signed, or to be

PORT AUX BASQUES RAILWAY CONTRACT.

signed, by the Contractor and by the Colonial Secretary on behalf of the Government, prepared and to be prepared for the purpose of the works, and will execute and fully complete the respective portions of such works and deliver the same complete to the Government within the period of three years from the date of the commencement of the works, which date is to be endorsed on this contract and signed by the parties hereto and shall not be later than the first day of September next ; provided that should it be found impracticable by the Contractor, consequent upon the existence of physical difficulties which could not be anticipated, to complete the works within three years, upon the Contractor's representation to the Government it is understood that the time may be extended for construction to four years. The said works are to be constructed of the best materials of their several kinds, and finished in the best and most workmanlike manner, to the complete satisfaction of the Government.

6.—The exceptions above referred to are the land for the right of way, station grounds, borrow pits, and ballast pits. The said land is to be provided by the Government from time to time as the same may be required by the Contractor for the prosecution of the works. The Contractor may enter upon and take, free of charge, all necessary timber for the construction of the railway and works from all Crown lands or other lands from which the Government has or may have the right to cut and take timber for public purposes.

7.—The aforesaid specification, plans and drawings prepared and to be prepared, and the several parts of this contract shall be taken together to explain each other and to make the whole consistent, and if it be found that anything has been omitted or mis-stated which is necessary for the proper performance and completion of any part of the work contemplated, the Contractor will execute the same as if it had been properly described.

8.—That all the clauses of this contract shall apply to any changes, additions, or deviations in like manner and to the same extent as to the works at present projected, and no changes, additions, deviations, variations, or omissions, shall annul or invalidate this contract.

9.—A competent superintendent is to be kept on the ground by the Contractor during all the working hours, to receive the orders of

PORT AUX BASQUES RAILWAY CONTRACT.

the Engineer who may be appointed by the Government, and should such superintendent be deemed by the Engineer incompetent, or conduct himself improperly, he shall be discharged by the Contractor, if so required by the Government and another shall at once be appointed in his stead; such superintendent shall be considered as the lawful representative of the Contractor and shall have full power to carry out all requisitions and instructions of the said Engineer.

10.—In case any materials or other things shall in the opinion of the Engineer, be found not in accordance with the several parts of this contract, or not sound, or otherwise unsuitable for the respective works or any part thereof, or in case any work be improperly executed, the Engineer may require the Contractor to remove the same and to provide proper materials or other things, or properly re-execute the work, as the case may be, and thereupon the Contractor shall, and will, immediately comply with the said requisition, and if twenty-four hours shall elapse and such requisition shall not have been complied with, the Engineer may cause such material or other things, or such work, to be removed, and in any such case the Contractor shall pay to the Government all such damages and expenses as shall be incurred in the removal of such materials or other things, or of such work, or the Government may in its discretion, retain and deduct such damages and expenses from any amounts payable to the Contractor.

11.—All machinery and other plant, materials, and things whatsoever provided by the Contractor for the works hereby contracted for and not rejected under the provisions of the last preceding clause and intended to form part of the works to be delivered up to the Government shall, from the time of their being so provided, become, and until the final completion of the said works, shall be the property of the Government for the purpose of the said works, and the same shall, on no account, be taken away or used or disposed of, except for the purpose of the said works, without the consent in writing of the Government, and the Government shall not be answerable for any loss or damage whatsoever which may happen to such machinery or other plant, materials, or things: provided always that upon the completion of the works, and upon payment by the Contractor of all such moneys, if any, as shall be due from the Contractor to the Government, such of the said machinery and other plant, materials and things as shall not have

PORT AUX BASQUES RAILWAY CONTRACT.

been used and converted in the works and shall remain undisposed of, shall, upon demand, be delivered up to the Contractor ; but if the Contractor be indebted to the Government, the same may be held by the Government as security for such indebtedness and may be sold and disposed of, and the proceeds applied towards the payment of such indebtedness.

12.—If the Engineer shall at any time consider the number of workmen, horses, or quantity of machinery or other plant, or the quantity of proper materials respectively employed or provided by the Contractor on or for the said works, to be insufficient for the advancement thereof towards completion within the limited time, or that the works are, or some part thereof is, not being carried on with due diligence, then, in every such case the Government, upon the report of the said Engineer, may, by written notice to the Contractor, require him to employ or provide such additional workmen, horses, machinery and other plant or materials as the Engineer may think necessary, and in case the Contractor shall not, thereupon, within one week or such longer period as may be fixed by any such notice, in all respects comply therewith, then the Government may, if it should see fit, at the expense of the Contractor, provide and employ such additional workmen, horses, machinery and other plant or any part thereof, or such additional plant and materials, respectively, as it may think proper, and may pay such additional workmen such wages, and for such additional horses, machinery or other plant, and materials, respectively, such prices as it may think proper, and all such wages and prices, respectively, shall thereupon be re-paid by the Contractor, or the same may be retained and deducted out of any moneys at any time payable to the Contractor, and the Government may use, in the execution or advancement of the said work, not only the horses, machinery and other plant and materials so in any case provided by any one on the Government's behalf, but also all such as may have been or may be provided by or on behalf of the said Contractor.

13.—In case the Contractor shall make default or delay in diligently continuing to execute or advance the work to the satisfaction of the Government, or in case the Contractor shall become insolvent or make an assignment for the benefit of creditors, or neglect, either personally or by a skilful and competent agent, to superintend the works,

PORT AUX BASQUES RAILWAY CONTRACT.

then, in any of such cases, the Government may take the work out of the Contractor's hands, and either stop the same or employ such means, and at such times, as it may see fit to complete the work; and in such cases the Contractor shall have no claim for any further payment in respect of the works performed, but shall, nevertheless, remain liable for all loss and damage, which may be suffered by the Government by reason of the non-completion by the Contractor of the works; and all materials and things whatsoever, and all horses, machinery and other plant provided by the Contractor for the purpose of the works, shall remain and be considered as the property of the Government for the purposes and according to the provisions and conditions contained in the twelfth clause hereof.

14.—The Contractor shall be at the risk of, and shall bear, all loss or damage whatsoever, from whatsoever cause arising, which may occur to the works or any of them, until the entire works stipulated for under this contract be fully and finally completed and delivered up to and accepted by the Government; and if any such loss or damage occur before such final completion, delivery, and acceptance, the Contractor shall immediately, at his own expense, repair, restore, and re-execute the works so damaged, so that the whole works or the respective parts thereof may be completed within the time hereby limited.

15.—The Contractor shall not, without the sanction in writing of the Government, make any assignment of this contract, and in the event of any assignment being made without such sanction of the Government in writing, then and in such case, the two hundred and fifty thousand dollars which has been or may be deposited as security for the performance of this contract shall be forfeited and forthwith become the property of the Government, and the Government may take the work out of the Contractor's hands, and either stop the same or employ such means and at such times as it may see fit to complete the same; and in such case the Contractor shall have no claim for any further payment in respect of the works performed, but shall nevertheless remain liable for all loss and damage which may be suffered by the Government by reason of the non-completion by the Contractor of the works; and all materials and things whatsoever, and all horses, machinery and all other plant provided by the Contractor for the purposes of the work shall remain and be considered as the property of the Gov-

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ernment for the purposes and according to the provisions and conditions contained in the 12th clause hereof.

16.—Time shall be deemed to be of the essence of this contract.

17.—The Contractor shall be responsible for all damages claimable by any person or corporation whatsoever, in respect of any injury to persons or to lands, crops, buildings, ships or other property, or in respect of any infringement of any right whatsoever, occasioned by the performance of the said works.

18.—If the Contractor fail at any time in paying the wages of any laborers employed by him upon or in respect of the said works or any of them, and any part of such wages be one month in arrear, or if there be due to any such laborers one month's wages, the Government may notify the Contractor to pay such wages, and if two days elapse and the same be not paid in full up to the date of payment or to such other date as may be in accordance with the terms of employment of such laborer, then the Government may pay such laborer wages from any date to any date and to any amount which may be payable, and may charge the same to the Contractor, and the Contractor covenants with the Government to repay at once any and every sum so paid.

19.—The wages to be paid by the said Contractor to any daily laborers on any and all of the works provided for under this contract shall not be a less sum than one dollar per day.

20.—The Contractor will protect, and will not remove or destroy or permit to be removed or destroyed, the stakes, buoys and other marks placed on or about the said works by the Engineers or by the Contractor's Engineers, and the Contractor shall furnish the necessary assistance to correct or to replace any stake or mark which, through any cause, may have been removed or destroyed.

21.—Any notice or other communication mentioned in this contract to be notified or given to the Contractor, shall be deemed to be well and sufficiently served or given if the same be left at the Contractor's office in St. John's, or addressed to the Contractor's office in St. John's and mailed in any post-office in Newfoundland; and the Contractor undertakes to have such office or some place established in St. John's to which such notices may be addressed.

22.—AND the Government, in consideration of the premises,

PORT AUX BASQUES RAILWAY CONTRACT.

hereby covenants with the Contractor that, subject to the terms of this contract, payments will be made to him, upon the completion of each continuous and consecutive section of five miles or a fraction of a section at the end of the work, at the rate of fifteen thousand six hundred dollars per mile of main line, the said payments being in full for all the works and materials provided for under this contract and necessary for the thorough and complete construction and equipment of the line of railway herein provided for. All such payments shall be made by the Government and accepted by the Contractor in debentures of the Government of Newfoundland in sterling money of the United Kingdom of Great Britain and Ireland, maturing on the first day of January, A. D. nineteen hundred and forty-seven, with interest thereon at the rate of three and one-half per centum per annum, payable half yearly: principal and interest payable in London, England.

23.—Payments will be made to the Contractor as hereinbefore mentioned, on the written certificate of the Engineer and the approval of the Government that the works have been duly executed and that the materials have been duly delivered to his and their satisfaction: provided that in case any section has been substantially completed, payment will not be withheld on account of any small unimportant portion of the work having been omitted or remaining to be done, the supplying or doing of which may occasion loss or inconvenience to the Contractor: Provided also that the Contractor admits such omission or incomplete work, and that other work has been done by the Contractor in advance and unpaid for of greater value, then, and in such case, payment may be made for the section in question; but the Contractor shall not thereby be relieved from his liability to supply the omission or complete the work.

24.—It is intended that every allowance to which the Contractor is fairly entitled will be embraced in the regular certificates, but should the Contractor at any time have claims of any description which he considers are not included in such certificates, it will be necessary for him to make such claims, in writing, to the Government within one month after the date of such certificate, in which he shall allege such claims to have been omitted, and to repeat such claims every month.

25.—The Contractor in presenting claims of the kind referred to in the last clause must accompany them with the reasons why he thinks

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that they should be allowed. Unless such claims are thus made during the progress of the work, within one month, as in the preceding clause, and referred to in writing every month, until finally adjusted or rejected, it is understood that the Contractor shall have no claim on the Government in respect thereof.

26.—The progress inspections and progress certificates are not to be taken as binding upon the Government, or as final inspections, or as fixing final amounts. They are to be subject to the revision of the Engineer when making up his final certificate, and they shall not in any respect be taken as a final acceptance of the work or a release of the Contractor from responsibility in respect thereof. The final certificate for the works executed and to be executed under the Northern Railway Contract shall not be made, nor shall the Contractor be released from responsibility in connection with the same until all the works under this contract shall have been made and provided to the satisfaction of the Government; and the Engineer, in making up his final certificate, shall deal with the entire works referred to in this section as one, and there shall be one acceptance upon such final certificate of all the said works under this contract and the Northern Railway contract by the Government.

27.—Nothing in this contract shall in any way exempt the Contractor from liability to pay duties on all imported materials (excepting on rails, fish-plates, fish-bolts and track-spikes, which will be admitted free of duty); and it is expressly stipulated that all second-hand plant and material which may be imported and used for the purposes of construction shall be subject to duties upon a fair valuation of the same. To avoid doubts, it is hereby expressed that the clause "Household furniture and working tools and implements used and in the use of persons arriving in this Colony" in the table of exemptions in the tariff in the present Revenue Act, shall not apply to articles imported by the Contractor under this contract.

28.—The Contractor shall not sell, or permit to be sold, any spirituous liquors on or near the works.

29.—No work whatever shall at any time or place be carried on during Sunday, and the Contractor shall take all necessary steps for preventing any foreman or agent or men from working or employing others on that day.

PORT AUX BASQUES RAILWAY CONTRACT.

30.—All matters of difference arising between the parties hereto upon any matter connected with or arising out of this contract shall be referred to three arbitrators—one to be named by each of the parties hereto, and a third to be named by the Supreme Court or a Judge thereof, and the award and decision of any two of the said arbitrators shall be final and binding, and the obtaining of the award of the arbitrators shall be a condition precedent to the right to maintain any action under this contract by either party hereto.

31.—With a view to the laborers on the line being supplied with good wholesome provisions at reasonable prices, and to prevent imposition on such laborers, no person shall, with the connivance of the Contractor, and unless by the permission of the Government in writing, establish any supply or other store along the line of the railway or its neighbourhood; and any person having such permission and improperly conducting such store, may be ordered to remove the same by the Government.

32.—No member of the Executive Council or any officers, engineers, agents, or servants of the Government have, or shall have, power or authority in any way whatsoever to waive on the part of the Government any of the clauses or conditions of this contract, it being clearly understood that any changes in the terms of this contract to be binding upon the Government must be sanctioned by the Governor in Council.

33.—During the period of construction the Contractor shall, in connection with the construction trains, when practicable and safe, and in suitable rolling stock, carry such passengers and freight as may offer, at rates for passengers and freight, for others than employees of the Contractor, not exceeding the rates now fixed on the railroad between Whitbourne and Placentia; provided that the Contractor shall have power to refuse passages to parties whom he may consider to be objectionable; but no charge shall be made to the Government for such trains; but should the Government require the Contractor to run regular or time trains during construction, the same shall be a matter for future arrangement. During the period of construction, the Contractor will afford to any mail officer with mails, appointed by the Government to convey mail matter for or from persons employed by the Contractor, free passage on his construction trains. And should the Government

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require, during the period of construction, to run special trains over the line, the Contractor shall furnish and run the same for the Government upon receiving a reasonable compensation, to be agreed upon.

34.—The Contractor shall deposit with the Government at the time of the signing of this contract the sum of two hundred and fifty thousand dollars in cash, or in bonds to be approved of by the Government, for the due and faithful performance of this contract by the Contractor, and such sum of money or bonds shall be and remain with the Government during the full period over which this contract extends, and until its final completion and the acceptance of the railway, rolling stock, and all works whatsoever by the Government as aforesaid: Provided, that with the approval of the Government other good and approved bonds, of equal amount, may be substituted for the two hundred and fifty thousand dollars in money or bonds originally deposited as security: Provided further, that the sum of two hundred and fifty thousand dollars now deposited as security for the performance of the Northern Railway Contract shall remain and be accepted as sufficient security for both the said contract and the present contract.

35.—The Contractor shall erect stations, piers and wharves, fences and snow fences along the railway constructed and to be constructed between the Placentia Junction and Port aux Basques, at such places, and according to such designs and specifications as may be determined by the Government; and the Contractor shall be paid for the same according to the value thereof, to be hereinafter agreed upon by the parties hereto, in debentures of the Government of Newfoundland of like description as provided for payment under section 22 of this contract.

In witness whereof, His Excellency the Governor in Council has caused the Great Seal of the Island of Newfoundland to be set hereto, and has signed these presents, and the said Contractor has hereunto set his hand and seal at St. John's, aforesaid, on the day and in the year first above written.

By His Excellency's command,

R. BOND, *Colonial Secretary*.

R. G. REID, [L.S.]

Signed, sealed, and delivered in presence of

G. H. EMERSON.

H. C. BURCHELL.

PORT AUX BASQUES RAILWAY CONTRACT.

Specification for the construction and equipment of the Railway referred to in this Contract.

T. O'BRIEN,
Lt.-Col., Gov.

GENERAL.

1.—This specification refers to the works of construction and materials required in making, building, and equipping the railway as comprehended under this contract, comprising clearing, close-cutting, grubbing, cross-logging, excavation, draining, ditching, foundation works, waterways, public road-crossings, farm road-crossings, road and stream diversions, embankments, bridges, viaducts, culverts and retaining walls, concrete, paving, pitching, rip-rap, crib work, ties and track-spikes; rails, fish-plates and bolts; ballasting track, laying points, crossings, switches, signals, turnouts, sidings, engine-houses, turntables, water tanks and water services, with requisite machinery and fittings; locomotive engines, cars, snow-ploughs, flangers and other rolling stock; repair-shops and machinery, and tools necessary for the repairs of all rolling stock; and all other works, of every description, which may be necessary for the entire completion of the work. This specification refers also to the maintenance of all the works during their construction, and until the final certificate is issued and the works formally accepted by the Government as complete.

2.—The maximum curves and grades shall not be greater than those provided for in the Northern Railway contract.

3.—The Contractor shall, at his own cost, provide all the engineering necessary for surveying and laying out and carrying on the works, and shall also file profiles and plans of the location for the approval of the Government. The Government shall, if deemed necessary, have the right, at its own cost, to put on an engineering staff for the purpose of obtaining a better location. In the event of a difference arising between the parties hereto respecting the location as provided for under

PORT AUX BASQUES RAILWAY CONTRACT.

this section, and under the third section of the contract, then such difference shall be settled by arbitration of an engineer to be mutually appointed by the parties hereto, whose decision shall be final and binding; and in case the parties hereto fail to agree upon the engineer to be so appointed as aforesaid, then the difference in respect of such location shall be settled by three arbitrator engineers, one to be appointed by each party hereto, and a third to be appointed by the said two arbitrators; provided that should either party neglect or refuse to appoint such arbitrator within one week after notice from the other party to do so, or in case the said two arbitrators shall fail to agree on such third arbitrator within one week after their appointment, such arbitrator may be appointed by the Supreme Court or a Judge thereof on the application of either party; and it is understood that the basis of settlement shall be that the character of alignment and grades under this contract is to be similar to that under the Northern Contract under similar conditions.

4.—The Government Engineer shall, during the continuation of this contract, have access to all plans, profiles, and other information in connection with the surveys made and to be made by the Contractor.

5.—The Government shall be at liberty at any time, either before the commencement or during the construction of the works or any portion thereof, to order any work to be done and to make any changes which it may deem expedient, and the Contractor shall comply with all written requisitions of the Government in that behalf; but the Contractor shall not make any change in, or addition to, or omission of, or deviation from, the works, unless directed by the Government so to do, or added, omitted, or deviated with its approval.

6.—No work of any kind shall be undertaken, nor will the acceptance of rolling stock or equipment of any kind be considered until all plans, sections, and specifications necessary to make such perfectly clear, and to describe such fully, shall have been submitted, and approved by the Government.

CLEARING.

7.—The land shall be cleared on each side of the centre line to such width as may be ordered by the Government, also such additional

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clearing as the Government may direct shall be done at all stations, sidings, and water stations. All brush, logs and other loose material within the limits cleared shall be burnt or removed. In no case shall any brush or logs be cast back upon adjacent timber lands; they shall invariably be made into piles near the centre of the space to be cleared, and if not removed for fuel, or otherwise used, they shall be entirely consumed. All brush or logs accidentally, or otherwise, thrown into the adjacent woods shall be dragged out and burned, or removed. The land shall be left in a clean condition.

GRADING.

8.—The width of embankments at sub-grade or formation level shall be ten feet, and the slopes shall have an inclination of one-and-a-half horizontal to one vertical or such other slope as the Government may direct to ensure their stability, but ample allowance according to the height of the embankments and the nature of the material shall be made by the Contractor for settlement or shrinkage, both in height and in top width. No materials shall be placed in the embankments unless approved by the Government.

9.—Where the line crosses side hill, swampy ground, or bog, all necessary precautions shall be taken to ensure the stability of embankments.

10.—The width of cuttings at formation level shall be fourteen feet, and the inclination of the slopes shall be, as a rule, one-and-a-half horizontal to one vertical, except in solid rock, where they shall be generally one quarter horizontal to one vertical. In cuttings, partly earth and partly rock, a berme of four feet shall be left on the surface of the rock. The inclination of the slope may be varied according to the nature of the materials, provided the stability of the slopes must be always secured.

11.—The whole of the grading shall be carefully formed to the levels shown on the profile, and to the alignment shown on the plans, and the roadway in cuttings shall be rounded and left at not less than five inches lower at the sides than at the centre. At the foot of each slope throughout the whole length of the earth cuttings there shall be a side ditch, the bottom of which shall be kept twelve inches below the

PORT AUX BASQUES RAILWAY CONTRACT.

bottom of the sleepers, or so much lower, and with such grades, as may be necessary for the thorough drainage of the cutting.

12.—Where the excavation in cutting exceeds what may be required to make the embankment of the specified width, the Government may direct that the embankments shall be increased in width with the surplus material, and when this is done to its satisfaction the remainder, if any, may be wasted; but, in any case, where either borrowing or wasting is resorted to, the materials shall be taken and deposited as the Government may direct.

13.—The Contractor shall cut and make all catch-water drains, slope drains, side ditches, under drains and off-takes that may be necessary for the thorough drainage of the road and for the exclusion, as far as practicable, of water from the cuttings.

14.—Roads constructed to and from any point on the line of the railway for the convenience of the Contractor for the conveyance of material or otherwise, shall be at his own risk, cost and charges.

15.—Wherever the line is intersected by public or private roads, or runs along or near a public or a private road, the Contractor shall keep open, at his own cost, convenient passing places; and shall be held responsible for keeping all roads affected by the railway, during the progress of the works, in such condition as will enable the public to use them with perfect safety, and such as will give rise to no just ground for complaint.

16.—Farm crossings shall be established wherever directed by the Government, and subject to its approval.

17.—Whenever the slopes of the embankments are liable to wash, they shall be protected by rip-rap walls of stone, carefully laid by hand, to such thickness and height as may be directed by the Government, generally about eighteen inches above high-water level.

BRIDGES AND VIADUCTS.

18.—The superstructures of all bridges of twenty feet span and upwards shall be of steel or iron, as may be approved of, designed for an engine load of fifty-eight tons on a forty-three feet wheel base, and in accordance with special specification. They shall be supported on

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masonry abutments and piers : Provided that, should the Government desire steel or iron superstructures of bridges under twenty feet, the Contractor shall provide the same and shall be entitled to receive the difference between the cost of iron and timber.

19.—Steel trestle bridges shall be designed for an engine load of fifty-eight tons on a forty-three feet wheel base, and in accordance with special specification. The foundations shall be of heavy masonry.

20.—Where pile or trestle bridges may be required for temporary purposes, they shall be built to carry the same loads as above specified for iron bridges, and in accordance with designs to be approved of by the Government.

21.—No timber pile or trestle bridge will be allowed except for temporary purposes ; but the Contractor may put in timber box culverts of design and material to be approved by the Government Engineer, when the superincumbent filling does not exceed eight feet in height.

FOUNDATIONS.

22.—Foundation pits shall be sunk to such depths as the Government may direct. They shall in all cases be sunk to such depths as will prevent the structures being acted on by the frost.

23.—Foundation timbers, where ordered, shall be of such materials and dimensions as the Government may direct.

MASONRY.

24.—The masonry shall not be started at any point before the foundation has been properly prepared, nor until it has been examined and approved by the Government, nor until the Contractor has provided a sufficient quantity of proper materials and plant to enable the work to be proceeded with regularly and systematically. The foundation must be kept free from water during the progress of the work until the masonry is brought above the level of the water.

25.—The stone used in all masonry on the line of railway shall be of a durable character, large, well proportioned and well adapted to the construction of substantial and permanent structures.

PORT AUX BASQUES RAILWAY CONTRACT.

26.—Bridge masonry and retaining-wall masonry, with a batter less than one quarter horizontal to one vertical on the face, shall be in regular courses of large, well-shaped stone, laid on their natural beds. The beds and vertical joints shall be dressed so as to form from quarter to half inch joints; the vertical joints shall be dressed back square nine inches; the beds shall be dressed perfectly parallel throughout. The work shall be left with the "quarry face," except where otherwise directed.

27.—The courses shall not be less than twelve inches, and they shall be arranged in preparing the plans to suit the nature of the quarries; courses may range up to twenty-four inches, and the thinnest courses shall invariably be placed towards the top of the work.

28.—Headers shall be built in every course not farther apart than six feet; they shall have a length in line of wall of not less than twenty-four inches, and they must run back at least three times their height, unless when the wall will not allow this proportion, in which case they shall pass through from front to back. Stretchers shall have a minimum length in line of wall twenty-seven inches, and their breadth of bed shall at least be one and a half times their height. The vertical joints in each course shall be arranged so as to overlap those in the course below at least nine inches. The above dimensions are for minimum courses of twelve inches; the proportion shall be the same for thicker courses.

29.—The quoins of abutments, piers, etc., shall be of the best and largest stones, and shall have chisel drafts properly tooled on the upright arrises from two to six inches wide, according to the size and character of the structure.

30.—Coping stones, string courses and cut-waters shall be neatly dressed, in accordance with plans and directions to be furnished during the progress of the work.

31.—The bed stones for girders shall be of the best description of sound stone, free from dries or flaws of any kind; they shall not be less than twelve inches in depth for the smaller bridges, and eight feet superficial area on the bed. The larger bridges will require bed stones of proportionately greater weight. These stones will be solidly and care-

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fully placed in position, so that the bridge will sit fair on the middle of the stones.

31.—The backing shall consist of flat-bedded stone, well shaped, having an area of bed equal to four superficial feet or more. Except in high piers or abutments, two thicknesses of backing stone, but no more, will be allowed in each course, and their joints shall not exceed that of the face of the work. In special cases, where deemed necessary by the Government to ensure stability, the backing shall be in one thickness; the beds shall, if necessary, be scabbled off so as to give a solid bearing. No pinning will be admitted. In walls over three feet in thickness, headers shall be built in front and back alternately, and great care shall be taken in the arrangement of the joints so as to give perfect bond.

33.—Box culvert masonry shall be of good rubble masonry, neatly laid up with square-shaped stones of a size and quality approved by and satisfactory to the Government. The covering stone for all box culverts shall be not less than ten inches in thickness, and must have a good, solid, well-levelled bearing on the side walls to be approved of by the Government.

34.—The bottoms of culverts shall be paved with stones, set on edge to a moderately even face, packed solid; the interstices being also well packed. The paving shall be from twelve to sixteen inches deep.

35.—All masonry laid in cement shall be neatly and skilfully pointed. Work left unfinished in the autumn shall be properly protected during the winter by the Contractor at his risk and cost.

36.—After the masonry of a structure has been completed for a period of four or five weeks, the formation of the embankment around it may be proceeded with. The earth shall be carefully punned in thin layers around the walls, and in this manner the filling shall be carried up simultaneously on both sides. The Contractor must be extremely careful in forming the embankment around culverts and bridges, as he will be held liable for any damages to the structures that may arise. The punning shall be carefully attended to, and the whole filling shall invariably be done in uniform courses from the bottom to the top of the embankment without loading one side of the masonry more than another.

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37.—Mortar shall be of Portland cement. The Portland cement shall be fresh-ground, of the best brand, and shall be delivered on the ground and kept, till used, in good order. Before being used, satisfactory proof shall be afforded of its hydraulic properties, as no inferior cement will be allowed.

38.—Cement must be thoroughly incorporated with approved proportions of clean, large-grained sand. The general proportions shall be one part of cement to two parts of sand. Mortar shall be made only as required, and it shall be prepared and used under the immediate direction, and to the satisfaction of an inspector; failing which, the inspector may employ men to prepare the mortar, and any expense incurred thereby shall be borne by the Contractor. Grout shall be formed by adding a sufficient quantity of water to well proportioned mortar.

39.—Whenever concrete is employed it shall be composed of Portland cement, clean, sharp sand, and broken stone of quality, size and proportions approved by the Government. The proportion of sand and cement shall be about the same as in mortar, and in making the concrete a sufficient quantity of cement mortar shall be used with the broken stone to fill up the interstices, and render the mass, when set, perfectly solid and compact.

TRACK.

40.—The ties shall be of spruce, juniper, pine, or fir, or other timber of suitable character, in the opinion of the Government; they shall be sound and free from shakes, seven feet long, and not more than three inches out of straight, hewn to a smooth surface on two parallel planes six inches apart; the faces not being less than seven inches wide, and not more than eight inches wide. They shall be placed at a uniform distance of two feet between centres and at right angles to the track.

41.—The spikes shall be made from the best refined iron, nine-sixteenths of an inch square, and shall, on test, be equal to being bent to a double without fracture, and they shall have pressed heads of the usual size and form and the points chisel-sharpened. They shall be six inches over all, and similar to sample to be seen in the office of the Government Engineer.

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42.—The points, crossing switches and signals shall be well and truly made of the best materials of their several kinds, and shall be subject to approval of the Government.

43.—The rails shall be fifty-pound steel rails of the section to be furnished by the Government. They shall be subject to a special specification and to the inspection, at the mills, of an inspector to be appointed by the Government, who shall have all the necessary authority and facilities for such inspection, which facilities shall be furnished by the Contractor at his expense, and the Contractor in purchasing rails shall provide for the free entry to the rail mills of the Government inspector, and for the facilities above referred to.

44.—The joints shall be made with ordinary straight fish bars in accordance with the drawings and special specifications, and with three-quarter inch bolts.

45.—The rails shall be laid to a gauge of three feet six inches (3' 6") and they shall be well and carefully fastened at the joints; they shall be full spiked, and before being laid on curves they shall be bent to suit the degree of curvature, and the outer rail on curves shall be elevated to suit the degree of curvature as may be directed by the Government. Instead of being bent, the rails may, in all cases where the curvature exceeds eight degrees, be braced on curves, according to the direction of the Engineer, by pressed steel rail braces of approved design. The rails shall be handled with care, and before being run over by either engine or cars shall be full sleepered, packed and surfaced. Every precaution shall be taken to prevent them from getting bent.

46.—The Contractor shall lay all sidings and Ys and put in all joints and crossings complete, embracing frogs, wing and guard rails, connecting rods, head blocks, switch signal frames, signal gearing and lamps. The sidings shall be of such length as may be directed by the Government; and in the same proportion as in the Northern Railway contract.

47.—The Contractor shall, at his own cost, remove from the track and straighten all bent and damaged rails, and make good all injuries done, before the works are finally accepted.

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BALLASTING.

48.—The surface of ballast pits shall be stripped of soil, other than gravel, where such exists, and the stripping hauled away to a spoil bank, as may be directed by the Government, invariably keeping the pit stripped ten feet back from its face, and no material whatever shall be placed on the road-bed but the best available material to be obtained in the neighborhood, to be approved of by the Government, and shall not average less than eighteen hundred cubic yards per mile. The maximum size of gravel shall not be greater in diameter than three inches. In unloading, the train shall be kept moving to and fro, so as to thoroughly mix the different qualities of ballast, until a sufficient quantity is deposited. The track shall then be raised so that there will not be less than six inches beneath the ties, and the ballast shall be well beaten and packed under and around them. Immediately after the lift, the track shall be centred, lined, topped, surfaced and trimmed off to a proper form and width, according to drawing; and all surplus gravel shall be picked up and removed to such point as the Government may direct.

ROLLING STOCK.

49.—The Contractor shall provide the following rolling stock when required, viz:—

Two locomotives, standard American pattern, weighing twenty-five tons each, exclusive of tender;

Two Mogul locomotives, weight thirty tons each, exclusive of tender;

One consolidation engine, weight thirty-four tons, exclusive of tender;

Four iron snow ploughs, for attachment to buffer beams of locomotives, and interchangeable for either of the locomotives;

Three first-class passenger cars;

One first and second class, combined;

Two second-class cars, divided by partition in centre, if so ordered;

Two mail and baggage cars;

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Three sleeping cars, of approved standard size and finish, and fitted with well-equipped buffet ;

One official private car ;

Ten box freight cars ;

One conductor's van ;

One flanger car ;

One heavy standard snow plough, Russel or other approved design ;

Thirty flat cars.

50.—The above-mentioned rolling stock shall be at least equal in workmanship, material, fittings, and general equipment to that now in use on the Placentia Railway, and shall, when the line is operated to Port aux Basques, for all passenger, mixed, and mail trains, be equipped with latest improved Westinghouse Automatic Air Brakes, suitable for the various styles of cars enumerated.

It is distinctly understood that all rolling stock and equipment provided for under this contract shall be new when imported, and shall, at the works of the manufacturers, be subject to such inspection as the Government may direct.

51.—The Contractor shall erect in connection with the existing workshops at Whitbourne, and of similar character of material and work, a substantial foundry, and equip the same with one patent "Rapid" Cupola furnace and blower for same ; also, one brass Crucible furnace of a size sufficient for all ordinary locomotive and car works. He shall also erect, in connection with the same, a paint shop, which shall afford ample room and facilities for painting engines and cars. The machine shop at Whitbourne shall have added to its equipment one ten-inch slotting machine, with thirty-inch table, one car-axle lath, and one three ton hand travelling crane.

The joiner shop at Whitbourne shall be equipped with the following tools :—

One band saw with thirty-inch pulleys, thirty-inch table, and taking a cut of twelve inches ;

One A 1 mortising machine ;

One wood planer to plane twenty-four inches wide ;

PORT AUX BASQUES RAILWAY CONTRACT.

One moulding and matching machine ;

One circular saw bench, of approved design, equipped with one thirty-six inch, one thirty-inch, and one twenty-four inch saw.

All the foregoing machines to be driven by the machine shop engine by means of suitable shafting and belting to be provided and set up by the Contractor. All the shops at Whitbourne shall be heated by steam.

52.—There shall be two small workshops fitted up in engine sheds at such points as the Government may direct, and equipped with one sliding, surfacing, and screw cutting gap-lathe, with height of centres five inches, admitting between centres five feet, and admitting in gap two feet in diameter. Also, one vertical power bench drilling-machine, capable of drilling a hole one and one-half inches diameter and six inches deep, and of admitting a diameter of eighteen inches under drill ; also, one well-appointed smithy, and a boiler and engine capable of driving the lathe and drill described.

53.—There shall be one six-stall engine-shed, and one turntable in connection with the same, engine and turntable to be the same as for the Northern Railway, and to be erected where the Government may direct.

COAL SHEDS.

54.—There shall be at least three coal sheds at such points as may be indicated, and of approved design. They shall have a combined capacity of 800 tons of bituminous coal.

55.—In addition to the rolling stock, building equipments, and other matters referred to in the six next preceding sections, the Contractor shall furnish the rolling stock, building equipment, and matters of like description that would have attached under the Northern Railway Contract to such residue of the length of railways provided for under the said Northern Railway Contract as the Government may not require to be built : Provided that the quantity and value for the Northern and Western Railways together shall be in proportion to the quantity and value provided for under the Northern Railway Contract.

56.—In addition to such water service as may be required at the workshops, and at the western terminus at Port aux Basques, there shall be erected, when required by the Government, water stations of the

PORT AUX BASQUES RAILWAY CONTRACT.

best description suitable to the various localities, at an average distance apart of fifteen miles.

57.—All the works executed and materials and appliances provided under this specification, and under the specification of the Northern Railway Contract, shall be maintained after completion or delivery in a thorough and efficient condition, at the expense of the Contractor, until this Contract and the Northern Railway Contract have been completed and executed, and a final acceptance of the whole has been obtained.

Dated at St. John's, Newfoundland, this sixteenth day of May, one thousand eight hundred and ninety-three.

By His Excellency's command,

R. BOND, *Colonial Secretary.*

R. G. REID.

Signed by the parties in presence of

G. H. EMERSON.

H. C. BURCHELL.

RAILWAY OPERATING CONTRACT.

Agreement made and entered into at St. John's, in the Colony of Newfoundland, this sixteenth day of May, one thousand eight hundred and ninety-three, between His Excellency SIR J. TERENCE N. O'BRIEN, Governor of the Island of Newfoundland and its dependencies in Council, hereinafter called the "Government," of the first part, and ROBERT GILESPIE REID, of Montreal, in the Dominion of Canada, Railway Contractor, hereinafter called the "Contractor," of the second part :

T. O'BRIEN, *Lt.-Col,*
Governor.

.....
: *Seal of the Colony of* :
: *Newfoundland.* :
:
.....

W. V. WHITEWAY,
H. M. Attorney General.

Whereas the Government has constructed a line of railway from Whitbourne to Placentia, hereinafter called the Placentia Railway, and has contracted for the construction and equipment of a line of railway from Placentia Junction on the said Placentia Railway towards Hall's Bay, part of which has been constructed, and has further contracted for an extension of the said last-mentioned railway westward to Port-aux-Basques, the said extension to be hereinafter known as the Western Railway ;

And whereas it is necessary to make provision for the maintenance and operation of the said Placentia Railway, and for the maintenance and operation of the said railway towards Hall's Bay, and of the said Western Railway ;

~~—~~ **NOW THEREFORE, THESE PRESENTS WITNESS** that, in pursuance of the premises, and in consideration of the lands to be granted to the Contractor in fee-simple, and of the covenants and promises hereinafter contained on the part of the Government to be made,

RAILWAY OPERATING CONTRACT.

done, and performed, the parties hereto mutually covenant and agree as follows:—

1.—In this agreement the existing line of railway from Whitbourne to Placentia Junction, together with the line of railway from Placentia Junction towards Hall's Bay, built and to be built, shall be called the "Northern Railway," the existing line of railway from Placentia Junction to Placentia shall be known as the "Placentia Branch Railway," and the entire line of railway from Whitbourne to Port-aux-Basques, comprising the said Northern and Western Railways, shall be known as the "Newfoundland Northern and Western Railway." The word "railway" or "railways" shall, unless the context requires a different meaning, mean the track, road-bed, cuttings, embankments, ditches, waterways, diversions, road-crossings, bridges, viaducts, culverts, and retaining walls, rip-rap, crib work, sidings, Y's, turntables, water stations, and water-services, telegraph lines, engine-houses, coal-sheds, machine shops and machines, tools and appliances in and in connection with machine shops, locomotive engines, cars, snow ploughs, flangers, and other rolling stock, buildings and structures provided and to be provided, and all other materials, accessories, and equipments the property or to become the property of the Government in connection with all or singular the line or lines of railway.

2.—The Contractor shall maintain in a safe, efficient and satisfactory manner the Placentia Branch Railway and the Newfoundland Northern and Western Railway for a period of ten years from the first day of September next, that is to say, the Placentia Branch Railway and the Northern Railway from the first day of September next until the expiration of the said ten years, and the Western Railway from the several dates when the sections thereof shall be completed until the expiration of the said ten years.

3.—The Contractor shall efficiently and continuously operate the Placentia Railway from the date hereof until the expiration of the period of ten years from the first day of September next by running at least one passenger or mixed train each way each day (Sundays excepted) over the whole line, and as many additional trains as the demands of traffic may, in the opinion of the Government, require.

4.—The Contractor shall efficiently and continuously operate the Newfoundland Northern and Western Railway from the date hereof

RAILWAY OPERATING CONTRACT.

until the completion of the Western Railway by running at least three passenger or mixed trains each way each week, as far as Exploits, and two passenger or mixed trains each way each week as far beyond Exploits as the Government may deem necessary to meet the demands of traffic, Sundays in all cases being excepted.

5.—The Contractor shall efficiently and continuously operate the Newfoundland Northern and Western Railway from the completion of the Western Railway for the remainder of the term of ten years from the first day of September next, by running at least three through passenger trains (or mixed trains when not detrimental to the service) each way each week over the whole line, Sundays excepted, and the Contractor shall provide and run as many more through trains and as many local trains, both for passengers and freight, as the demands of business from time to time may require.

6.—Should the Contractor fail to have the railways comprehended under this contract ready for the safe running of through trains over the whole system within a period of three years from the first day of September next, then the period of ten years for the operation shall be extended for such time as the said period of three years shall be exceeded.

7.—Should the Government at any time during the term of this contract desire to run special trains other than those herein provided for, the Contractor shall furnish and run the same for the Government upon receiving reasonable compensation to be agreed upon; but the Contractor undertakes to provide once in each year, at his own expense, a special train for the inspection, on behalf of the Government, of the railways comprehended under this contract.

8.—Besides the rolling stock and equipment provided and to be provided by the Government, the Contractor shall, subject to the approval of the Government, furnish additional rolling stock, equipment and accommodations as fast as and in such quantity and of such description as the developing and increasing business of the railways may require, so that the traffic requirements of the country may be fully met. Upon the termination of this contract any additional rolling stock, equipment and accommodations so provided shall be taken over by the Government and paid for at a fair valuation.

RAILWAY OPERATING CONTRACT.

9.—All regular trains provided for under this contract shall be run in accordance with time-tables to be approved of by the Government; no time-table and no change in any time-table shall come into effect until such time-table or change has had the Government's approval.

10.—The Contractor shall, at his expense, provide the Government with all necessary facilities for transporting the Government mails and mail matter free of charge over the lines and branch lines of railway referred to in this contract, from the first day of September next until the commencement of the running of regular through trains over the whole railway system comprehended under this contract, in such quantities and tonnage as the Government may require, the Contractor to attach a postal or mail-car to each passenger or mixed train, the Government mail agent to have exclusive use and possession of such postal car or section set apart for carrying mails and mail matter, and to have every facility for the delivery and receipt of mails and mail matter at each station along the lines of railway. The said postal or mail-cars, or sections of cars, shall be used only for the purposes of the Government mails and mail matter.

11.—From the said commencement of the running of regular through trains until the expiration of this contract the Contractor shall provide the Government with all necessary facilities for transporting the Government mails and mail matter, as mentioned in the next last preceding section, and the amount to be paid to the Contractor for this service shall not exceed eighty dollars per annum for each mile in length of the Newfoundland Northern and Western Railway and the Placentia Branch Railway, whether or not there be any increase in the number of trains as provided for in this contract, or any additional trains or any increase in the quantity of mails or mail matter.

12.—The minimum rate of speed of all through trains shall be eighteen miles per hour, including stoppages.

13.—The rates to be charged by the Contractor for carrying passengers shall not exceed $3\frac{1}{2}$ cents per mile for first-class passengers and $2\frac{1}{2}$ cents per mile for second-class passengers.

14.—The charges for transportation of freight shall not exceed 4 cents per ton per mile.

RAILWAY OPERATING CONTRACT.

15.—Each passenger shall be allowed to carry baggage to the extent of eighty pounds in weight, and all baggage in excess of the above weights shipped by a single person shall be charged for at express baggage rates by the Contractor.

16.—The Contractor shall furnish the Government, at the end of each month, with a statement shewing the number and classes of passengers, and the quantities and general description of freight forwarded from each station during the previous month, together with the amounts charged for the same, and shall furnish any other information or returns in connection with the line that the Government may require.

17.—Where the words “continuously operate” are used in this contract it is understood and agreed that they shall mean and be construed that the Contractor shall operate the railways upon the regular time-tables, except when prevented by causes over which the Contractor has no control; and failing to operate from the causes above named shall in no way be construed to work a forfeiture of the rights, privileges and payments to be granted or paid to the said Contractor by the Government, as herein provided for; but it is agreed that the Contractor shall use all due diligence in every respect to continuously operate the railways as provided in the regular time-tables.

18.—The Contractor shall, as soon as practicable, and before the completion of the Western Railway, erect along the whole of the Newfoundland Northern and Western Railway and the Placentia Branch Railway, telegraph lines for the purposes of the operation of the said railways, equal in all respects to the standard of the Government telegraph lines in this colony. The Contractor shall efficiently maintain and operate the said telegraph lines during the said term of operation of the Newfoundland Northern and Western Railways and Placentia Branch Railway at his own expense. The Contractor shall have the free use of the said telegraph lines for railway purposes, and if the Government shall require the Contractor so to do, he shall, at his own expense, receive and transmit all messages tendered, and shall work the said lines as part of the Government Telegraph System, and under the direction and control of the Government Telegraph Department; but in the event of the Government requiring the Contractor to so work the said telegraph lines as portion of the said Government Telegraph

RAILWAY OPERATING CONTRACT.

System as hereinbefore and hereinafter set forth, the Government shall furnish the Contractor with all supplies and materials necessary for the maintenance and operation of said lines, save and except telegraph poles. The Contractor shall, if and when required, take connecting lines into the railway telegraph offices, and shall attend to the work and business necessary in connection with such junction offices, and he shall remit at the end of each month to the Government Telegraph Department all the earnings of the said telegraph lines, together with all reports and statements required by the said Telegraph Department, and the Contractor shall not put any officer in control of any telegraph office, nor allow access on the part of any one to any telegraph office without the approval of the Government; and upon the request of the Government he shall at any time promptly remove from the telegraph service, or from any telegraph office, any person or persons to whom the Government may take exception.

19.—All materials and instruments for the erection and maintenance of the said telegraph lines shall be admitted free of duty.

20.—The Contractor shall at all times afford every reasonable facility for the inspection of the railways and telegraph lines comprehended under this contract by such persons as the Government may appoint for that purpose.

21.—The Contractor shall, on the determination of this contract, deliver up to the Government all the railways and telegraph lines comprehended under this contract in thorough order, repair and condition.

22.—All matters of difference arising between the parties hereto upon any matter connected with or arising out of this contract shall be referred to three arbitrators—one to be named by each of the parties hereto, and a third to be named by the Supreme Court or a Judge thereof, and the award and decision of any two of the said arbitrators shall be binding, and the award of such arbitrators shall be a condition precedent to the right of either party hereto to bring any action against the other upon any matter of difference arising out of this contract.

23.—The Contractor shall not, without the sanction in writing of the Government, make any assignment of his contract, and in the event of any assignment being made without such sanction of the Govern-

RAILWAY OPERATING CONTRACT.

ment in writing, then and in such case the two hundred and fifty thousand dollars which has been or may be deposited as security for the performance of this contract shall be forfeited and forthwith become the property of the Government, and the Government may take the railways comprehended under this contract out of the Contractor's hands ; and in such case the Contractor shall have no claim for any further consideration in respect of the services performed, but shall nevertheless remain liable for all loss and damage which may be suffered by the Government by reason of the non-completion by the Contractor of this contract ; and all materials, stores, equipments, and appliances provided by the Contractor for the purposes of this contract shall remain and be considered as the property of the Government for the maintenance and operation of the said Placentia and Newfoundland Northern and Western Railways.

24.—The security now held by the Government for the performance of the contract for the construction and equipment of the Northern Railway shall be held by the Government as security for the due and faithful performance of this contract by the Contractor, and such security shall be and remain with the Government during the full period over which this contract extends : Provided that, with the approval of the Government, other good and approved bonds of equal amount may be substituted for the two hundred and fifty thousand dollars in money or bonds originally deposited as security.

25.—In the event of the failure of the Contractor to perform the services provided for in this contract or any of them, the Contractor shall forfeit the security aforementioned, and the Government may enter upon and take possession of all the railways herein referred to.

26.—AND in consideration of the premises and of the due and faithful performance by the said Contractor of all and singular the covenants and agreements herein contained on his part to be performed, the Government covenants and agrees to and with the said Contractor :— To grant in fee-simple to the Contractor five thousand acres (5,000) of land for each one mile of main line or branch railway throughout the entire length of the lines to be operated.

27.—The said fee-simple grants shall be made by the Government to the said Contractor as follows : 250,000 acres upon the completion

RAILWAY OPERATING CONTRACT.

of the Northern Line to Exploits ; 250,000 acres upon the completion of the Western Line to Deer Lake ; 250,000 acres upon the completion of the Western Line to St. George's Bay ; 250,000 acres upon the completion of the line to Port-aux-Basques, and the balance at the end of five years from the date of this contract, or as soon thereafter as practicable.

28.—The sections or blocks shall be located and laid off upon meridians or upon base lines, to be run as may be found practicable, pursuing as near as possible the general direction of the said lines of railway.

29.—The land shall be located on each side of the railway in alternate sections of one or two miles in length with the railway, at the option of the Contractor, on meridian or base lines, as the case may be, and eight miles in depth, the Government retaining the alternate sections, and until the Contractor has made his selection under this section, the Government shall not dispose of any Crown Lands, timber or mineral rights, within eight miles on either side of the line of railway.

30.—Where such sections from any cause are not obtainable along the line, the said Contractor may select Crown Lands elsewhere to make up deficiencies, the last-mentioned selections to be made in sections or blocks of not less than one mile square and not more than ten miles square, it being understood that the Government may reserve one intermediate block for each block selected as above by the Contractor ; but it is to be distinctly understood that the Contractor shall not have any right to, nor to select from, lands reserved by the Government previous to the first day of January, eighteen hundred and ninety-two, particulars of which shall be furnished the Contractor. The Contractor shall not be compelled to select barren or swamp lands along the line of railway, but may select from Crown Lands elsewhere.

31.—It is hereby agreed, in relation to the lands to be selected elsewhere than along the lines of railway as aforesaid under the next preceding clause, that the Contractor shall have the right, at any time after the execution of this contract, to make his selection elsewhere of lands the equivalent of that which cannot be obtained along the lines of railways so far as already constructed, without waiting for the periods of grant or allotment provided by section 27 ; and in every such case

RAILWAY OPERATING CONTRACT.

the land so selected shall be reserved by the Government for the Contractor until the next ensuing period of grant or allotment so fixed as aforesaid when the grants shall be issued.

32.—Provided that nothing in this contract contained shall preclude the Governor in Council from exercising the right to make such reservations relative to Crown Lands as he may deem necessary to provide for the public right of user of all lakes, streams, and other waters, and for the construction of roads and bridges, railways, court-houses, market-places, churches, chapels, or other places of public worship, school-houses, bogs for the supply of manure or fuel to the public, forests for the uses of the fisheries, or for any other public use or purpose whatsoever.

33.—The Contractor shall have the use of all rolling stock and other property and effects provided and to be provided by the Government, and used in and in connection with the operation of the Placentia and Newfoundland Northern and Western Railways.

34.—Lands to be granted by the Government under this contract, shall be free from taxation so long as they remain unimproved or unoccupied.

35.—The Government shall pass all such legislation as may be necessary in order to confer upon the Contractor all usual and reasonable powers and facilities for the operation of the lines of railways, for the making and enforcing of necessary rules and regulations in respect of traffic, and other matters incidental to such operations.

In witness whereof, His Excellency the Governor in Council has caused the Great Seal of the Island of Newfoundland to be set hereto, and has signed these presents, and the said Contractor has hereto set his hand and seal at St. John's, aforesaid, on the day and in the year first above written.

By His Excellency's command,

R. BOND, *Colonial Secretary.*

R. G. REID [L.S.]

Signed, sealed, and delivered by the parties in presence of

G. H. EMERSON.

H. C. BURCHELL.

REPORT—GOVERNMENT ENGINEER.

Report of Government Engineer on Hall's Bay Line.

24TH MARCH, 1893.

SIR,

In accordance with your instructions, I have the honour to submit the following with reference to the work done during the year 1892 on the Hall's Bay Railway, and as to the general condition of the whole of the line at the close of the same year :—

At the beginning of 1892 there were sixty-five miles of the line practically finished, the end of track being in the neighbourhood of Lower Shoal Harbour.

On the 31st of December, 1892, the track was laid to the end of the one hundred and forty-fifth mile, being two miles beyond Souley's Brook, on the north side of Gander Lake.

Frost set in before ballasting could be completed on the last five-mile section.

Track has been carried over all large streams on temporary trestles. This applies to the entire work so far.

Arrangements are being made for the erection of permanent steel and iron bridges during the current year.

Granite is now being quarried and dressed for bridge-piers and abutments, to be erected as soon as the weather permits.

Work generally is being done in a satisfactory manner.

Rails and fastenings during last year, as during the preceding year, were subjected to thorough inspection and tests at the rolling mills.

Besides a large amount of ordinary contractor's plant, the contractor has on the work :

2 American passenger locomotive engines of about 25 tons weight each ;

1 Mogul engine of about 30 tons ;

40 flat cars ;

10 box freight cars ;

1 private car (official).

REPORT—GOVERNMENT ENGINEER.

In compliance with section 28 of the contract and section 57 of the specification, provision has been made for the maintenance of the works as constructed, and the line has been kept in repair by gangs employed for that purpose.

A machine-shop for repairs to locomotives and cars has been built at Whitbourne, and the frame of a six-stall engine-shed has been erected at the same place.

Work has been conducted in a systematic manner, and obligations to labourers and to others have been promptly met.

During the year all passengers and freight were carried free of charge.

I have the honour to be, Sir,

Your obedient servant,

H. C. BURCHELL,

Government Engineer.

HON. COLONIAL SECRETARY.

REPORT—COMMISSIONERS TELEGRAPH ENQUIRY.

Report of Commission appointed to enquire into the accounts, expenditure, and management of the Government System of Telegraphs, 1886 to 31st August, 1892.

MAY IT PLEASE YOUR EXCELLENCY,—

By virtue of a Commission which His Excellency the Administrator of the Government, Sir F. B. T. Carter, K.C.M.G., was pleased to cause to be addressed to us during your Excellency's absence from this colony, we have made enquiry into the accounts, expenditure, and management of the Government System of Telegraphs for a period extending from the first day of January, 1886, to the 31st day of August, 1892; and having given our careful consideration to the evidence of twenty-five witnesses summoned in connection therewith, we now beg leave to present the result of our deliberations.

In the first place we find that there has been most culpable negligence on the part of those whose duty it was to keep a check upon the management and expenditure of this important branch of the Government service.

It would appear that ever since the Government system of telegraphs was instituted, the building of Government lines, the furnishing of supplies for the maintenance of the same, and the keeping of the accounts in connection therewith, has been entrusted to Mr. A. M. Mackay, the Superintendent of the Anglo-American Telegraph Company in this city, and it is evident that up to the present year Mr. Mackay assumed unlimited authority as regards the charging the Government up to the year 1886 (according to the evidence of Hon. A. F. Goodridge and Mr. Withers up to the year 1889) a commission upon the total disbursements for his services, and subsequently the sum of \$1,000 per annum, plus certain other sums for clerical assistance. We have been unable to discover any authority for the charges made by Mr. Mackay of either commission or salary. The records show that in the year 1876 the question of telegraphic extension north and west was first considered by the Government of this colony; that on the 22nd

REPORT—COMMISSIONERS TELEGRAPH ENQUIRY.

day of May of that year the following Minute of Council was passed, namely, " Notice to be given to the Anglo-American Telegraph Com-
" pany that Government desire branch lines of telegraphs to connect
" St. John's with Trinity, Catalina, and Bonavista, Bett's Cove and Tilt
" Cove, and with the other towns and villages at the Northward ; such
" lines to be constructed in accordance with the terms of the statutes
" of the colony relating to New York, Newfoundland, and London
" Telegraph Company," and that on 24th May, 1876, the Colonial
Secretary addressed a letter to "A. M. Mackay, Esq., local manager of
the Anglo-American Telegraph Company," giving the notice required
by the said Minute of Council. A second Minute of Council in refer-
ence to telegraph extension was passed June 10th of the same year as
follows : " Notice to be given to the Anglo-American Telegraph Com-
" pany that Government desire construction of telegraph connecting
" George's Bay, Bay of Islands, and Bonne Bay with St. John's ; such
" lines to be constructed in accordance with the terms of the Acts re-
" lating to New York, Newfoundland, and London Telegraph Com-
" pany," and on the 12th of June a notice in accordance with this Min-
ute was addressed to " A. M. Mackay, Esq., local manager." These
two notifications were acknowledged in a letter to the Colonial Secre-
tary, dated 17th August, 1876, and signed by " A. M. Mackay, General
" Superintendent and Local Manager Anglo-American Telegraph Com-
" pany, limited " (see Exhibit 32.) It will be observed that in that
letter Mr. Mackay states that he is instructed by the Board of Directors
of the Anglo-American Telegraph Company to say " that after the ex-
" perience gained by the Company in Newfoundland, it is futile to
" expect that the revenue arising from the new lines would ever pay
" even working expenses ; we cannot, therefore, unaided, undertake the
" expenditure of so large a sum of money (£50,000 to £60,000) and
" the heavy responsibility involved in so large an annual charge for
" working expenses. *We are perfectly willing to render the Govern-
" ment every assistance in our power towards the erection of the proposed
" lines and all the advantages of our organization already formed, and
" our long experience would be cheerfully given to the Government at
" cost price. The Company would undertake the erection of the new
" lines upon being paid the bare capital outlay, and would work the
" stations in connection with their network of telegraphs upon being
" guaranteed the difference between revenue and charges."*

REPORT—COMMISSIONERS TELEGRAPH ENQUIRY.

This proposal was evidently approved, for subsequent records show (see Exhibit 36) that the Newfoundland Government provided the necessary funds, and the lines were erected under the direction of the local manager of the Anglo-American Telegraph Company, Mr. Mackay.

In his examination (evidence page 270) Mr. Mackay says "In the early days the Anglo-American Telegraph Company were notified by the Government that they required lines to be built; afterwards the Company having declined, the Government built such lines as they desired after notifying me."

The work of erection commenced in 1877, and in the account rendered the Government by the "Anglo-American Telegraph Company" for the year, no charge was made apart from the actual expenditure (see Exhibit 37). In 1878 the work continued, and at the close of that year an account was furnished of the expenditure, and containing a charge of four per cent. commission upon the total disbursements for 1877 and 1878, namely, on cost of material, wages of laborers, salaries of clerks in the office, of operators, repairers, rental of store, for all of which the Government had provided the necessary funds (see Exhibit 37). It will be observed by this exhibit that during the currency of those years, 1877 and 1878, the Anglo-American Telegraph Company received from the Government of this colony the sum of \$99,806.90, which amount covered the cost of construction and maintenance, and also the charge of four per cent. for superintending, amounting to \$3,869.84.

A balance of \$809.71 only was left unpaid at the close of the year 1878, the payment of the commission having thus been secured before the accounts were presented to the Government.

This charge was continued, having been subsequently increased to five per cent., for nine years at least, without authority. The Honourable E. D. Shea, who was Colonial Secretary from 1873 to 1886, says "I remember no letter or Minute of Council which would warrant him (Mr. Mackay) in making such a charge. I know of no such authority, and without it it would be irregular" (evidence page 264). Mr. Withers, who was first clerk in the Colonial Secretary's office for 30 years prior to 1890, declares that "every Minute of Council and every

REPORT—COMMISSIONERS TELEGRAPH ENQUIRY.

letter" passed under his notice, and that "there was no authority for Mr. Mackay charging a commission or salary for his services" (evidence pages 168 and 314).

Mr. F. C. Berteau, present first clerk in the Colonial Secretary's office, says that he has searched the letter-books and Minutes of Council for the years from 1876 to 1891, and that there is no letter or Minute that in any way conveys the authority for the charge of commission or salary (evidence page 328).

On being examined in reference to those charges, Mr. Mackay says "for building the Government lines I charged and was paid five per cent. on the cost. . . . The five per cent. charge was fixed by myself. . . . To the best of my belief I made no charge subsequent to 1886 for my services until 1889. In that year I charged \$1,000; it was not done with the knowledge and consent previously given by the Government, but was on the account sent up to the Government. Clerical assistance was also charged for. . . . I don't think the Anglo-American Company were aware that I was charging a percentage on the construction of Government lines at the time" (evidence pages 268 to 270.) We can find nothing to lead us to suppose that any notice was taken of this matter by the Government until 1886, when a letter was written on their behalf by Mr. Withers, late first clerk in the Colonial Secretary's office, to Mr. Mackay, taking exception to the charge for commission and clerical assistance. Mr. Withers says "The Government did not alter at this time Mr. Mackay's account, but paid for both clerical assistance and the commission. I think the reason was that Mr. Mackay, having alleged that such payments had been made for nine years, the Government, though they did not think the charges altogether right, did not care to interfere with what appeared to be vested interest" (evidence page 170). The Hon. A. F. Goodridge, who was a member of the Executive Council at the time, says "I think the commission was subsequently paid, Mr. Mackay explaining that this was his arrangement with the former Government, and further that it would cost the colony more if they were to do the work themselves than by getting it done through his agency" (evidence page 310).

There are no vouchers or accounts to show if the charge of com-

REPORT—COMMISSIONERS TELEGRAPH ENQUIRY.

mission was continued after the year 1876. The accounts for 1887 and 1888 cannot be found.

Mr. Mackay says that to the "best of his belief no charge was made subsequent to 1886 for (his) services until 1889, when he charged \$1,000." On the other hand, the Hon. A. F. Goodridge says he thinks "commission was charged in 1887 and 1888" (evidence page 310), and Mr. Withers says "commission was paid up to the date that the salary was first charged" (evidence page 316.)

The date at which the salary of \$1,000 was first charged was in 1889, as stated by Mr. Mackay himself, and the charge was continued and paid up to December, 1890. The following year Mr. Mackay had a contract from the Government to maintain and operate the Government system of telegraphs, and at the beginning of 1892 he was formally appointed General Superintendent of Government Lines.

As the justification for the charge of five per cent. commission on disbursements for nine or eleven years, and the subsequent charge of \$1,000 per annum, Mr. Mackay says "The Government system of telegraphs has been built by me as the agent of the Government and not in my capacity as General Superintendent of the Anglo-American Company. . . . The Government notified me of their desire to build, I consider, as their agent. . . . For building Government lines I charged and was paid five per cent. on the cost" (evidence pages 268, 270).

But the facts do not bear out Mr. Mackay in this assertion that he built the lines as agent of the Government and not in his capacity as General Superintendent of the Anglo-American Telegraph Company. As we have already shewn, the Minutes of Council in reference to the building of the Government lines stipulated that notice "was to be given to the Anglo-American Telegraph Company in accordance with the terms of the statutes of the colony relating to New York, Newfoundland, and London Telegraph Company," and the record books shew that such notice was given to Mr. Mackay as "Local Manager of the Anglo-American Telegraph Company."

In the next place we have the letter, dated 17th August, 1876, written by Mr. Mackay and signed by him as "General Superintendent and Local Manager, Anglo-American Telegraph Company, limited," on

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behalf of the Board of London Directors of that Company, offering the "advantages of their organization already formed, and their long experience," and "*to erect the new lines upon being paid the bare capital outlay.*" We have also the evidence of the accounts, which were in the name of "The Anglo-American Telegraph Company," for the disbursements in connection with the building of those lines, and the testimony of the Honourable E. D. Shea, who issued the warrants for the payment of those accounts. Mr. Shea says "I should say Mr. Mackay "erected the line under a notice to him as agent of the Anglo-American Company, and that was the position under which I always regarded "him during my term of office (thirteen years, from 1873 to 1886). I "always looked upon him as acting for the Company, and not as an "employee or servant of the Government." * Further, Mr. Withers, who was first clerk in the Colonial Secretary's office, and under whose notice every Minute of Council and every letter passed, declares "I always "understood that the agreement was with the Anglo-American Company and not with Mr. Mackay. . . . The letter now handed me " (Exhibit 32) contained the conditions which I understood to hold in "reference to the construction of the telegraph lines by the Anglo-American Telegraph Company, except that the Government did not "pay a definite sum as capital, but instead indemnified the Company "for actual cost of construction."

The records in Colonial Secretary's office relating to the construction and maintenance of Newfoundland Government telegraph lines indicate that from the year 1876 to 1890 all communications were addressed to Mr. Mackay as either "Local Manager" or "General Superintendent of the Anglo-American Telegraph Company" (see Exhibit 52).

This confirms the evidence of the Hon. E. D. Shea and Mr. Withers that Mr. Mackay was never regarded in any other light than the agent of the Anglo-American Company in this matter.

In further confirmation we have the fact that Mr. Weaver, the Managing Director of the Anglo-American Company in London, to whom we submitted certain accounts for explanation, proceeds to demand an explanation from Mr. Mackay as the local manager of that Company, and orders him to refund certain sums of money (see Exhibit 34). It appears to us that if Mr. Mackay had not been acting in these

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matters as the agent of the Anglo-American Telegraph Company, Mr. Weaver would not have been in a position to give such an order or to demand an explanation from Mr. Mackay of the accounts furnished by him to the Newfoundland Government. There is no doubt in our minds that the Anglo-American Company have been acting in good faith with the Government of this colony as regards the building, maintenance and operation of the Government telegraphs, and that they were unaware of the charges that were being made for the "advantages of their organization already formed and their long experience," which they had freely tendered to the Government of this colony through Mr. Mackay, their local manager, on the 17th day of August, 1876.

After carefully considering all the evidence in relation to this matter, we are compelled to arrive at the conclusion that the charge of a commission on total disbursements extending over a period of at least nine years, and which amounted in the aggregate to several thousand dollars, was unjustifiable, the charge having been made by Mr. Mackay, according to his own evidence, without the knowledge of the directors of the Anglo-American Telegraph Company, who clearly undertook to perform the work "upon being paid the bare capital outlay," and also without the authority of the Government of this colony, except it be considered that the payment of the accounts containing this charge was an authority for such. The same observations apply with regard to the charge for salary, which was first made in 1889. Mr. Mackay says "I charged \$1,000. It was not done with the knowledge and consent previously given of the Government, but it was on the accounts sent up to the Government." The evidence of the late Colonial Secretary, Hon. M. Fenelon, manifests that he knew nothing about this charge of \$1,000, while Mr. Knight, who was Auditor of Public Accounts for 1886 and 1887, and Financial Secretary from 1886 to December, 1889, admits that he did not examine the telegraph accounts, and is not "in a position to say whether during the years that he was in office they were correct or not" (evidence page 174.)

The foregoing facts, together with the following summary from the examinations indicating the manner in which the accounts of the Government telegraph system were allowed to be kept, and in which the annual statements received from Mr. Mackay were treated by the Gov-

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ernment, will evidence to your Excellency our justification for using the term "culpable negligence" on their part.

In his sworn testimony, of date Oct. 4th (page 142), Mr. Smith, the book-keeper of Government telegraphs, says that "Prior to the opening of books for Government telegraphs in April last, the Government telegraph accounts were kept in the Anglo-American Telegraph Company's books." While a portion of the Government accounts were entered in the books of the Anglo-American Company, it will be further observed by Mr. Smith's evidence that when the Government issued warrants on account of disbursements, they were credited to Government telegraphs in Mr. Mackay's books, and the "amounts were deposited to the credit of A. M. Mackay in the Union Bank." That prior to the 17th day of June, 1892, payments were made on Government account by Mr. Mackay's own private cheque, or in cash, so that "any payments to employes were charged to Mr. Mackay's account and would appear in his private books" (evidence Sept. 9th, page 68). "Payments were not made regularly to employes as the amount of their salaries were due, but when drawn for; receipts were obtained in all cases; the vouchers were kept on file and were not delivered to the Government. No vouchers for outport employes' wages were delivered to the Government. Payments for supplies were made as the bills were presented, and not quarterly; they were not in all cases paid in cash; some were paid by note of four months." He also says "Supplies were obtained from the Anglo-American Company's stores in the way of line material and instruments. No requisitions were made to the Government for those supplies to my knowledge; they were issued upon order of Messrs. Scanlan, Mackay, Waddell, Stott, or myself at times."

It is clearly demonstrated by the evidence adduced that Mr. Mackay was permitted to keep the telegraph accounts and to conduct the whole business of Government telegraphs in a manner best suited to meet his own convenience, and without regard to the public interest, for his own private books and those of the Anglo-American Telegraph Company were used for this purpose. The propriety of such proceeding was apparently never questioned.

Under this system it became possible for the moneys paid under warrant of your Excellency for the special purpose of meeting the sal-

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aries of employes, and to defray the cost of supplies as they became due, to be misappropriated. Mr. Smith has testified that "the amounts were deposited to the credit of A. M. Mackay in the Union Bank"; that "payments were not made regularly to employes as the amount of their salaries were due"; that "payments for supplies were made as the bills were furnished, and not quarterly"; and that "they were not in all cases paid in cash; some were paid by note of four months." If we accept Mr. Smith's statement as correct, we can only arrive at the conclusion that Mr. Mackay utilized such sums as were passed to his credit in the Union Bank as if they were his own property, and that occasionally, when Government accounts were presented for payment, it was not convenient for him to draw upon the Union Bank, and he was obliged to give notes at four months to meet the same.

We are still further warranted in arriving at this conclusion by the following evidence: Mr. Stott, the Superintendent of Government Telegraphs, says (Sept. 8th), in referring to an interview which he and Mr. Smith had with the Colonial Secretary, Mr. Bond, about February, 1889, "Mr. Smith made communications, and very serious ones. He said that a very large amount of money belonging to the Government and to the Anglo-American Telegraph Company had been appropriated by Mr. Mackay, amounting to about \$20,000." The Colonial Secretary declares in his evidence that Mr. Smith stated to him, in the presence of Mr. Stott, that "Mr. Mackay had been getting into financial difficulties for some time, and that he owed the Anglo-American Company and the Government a considerable sum of money; that the salaries of a number of the employes had not been paid, and that supplies had not been paid for, although the Government had furnished Mr. Mackay with the money to meet those liabilities." "I asked him," says the Colonial Secretary, "the extent of Mr. Mackay's indebtedness to the Government, and Mr. Smith said it amounted to about three thousand dollars. I further asked how this occurred, and if the business of the Government was not kept distinct from the affairs of the Anglo-American Company and Mr. Mackay. Mr. Smith replied that the affairs of the Government, of the Anglo-American Telegraph Company and Mr. Mackay's private business were all mixed together, and that, so far as he was able to make out, Mr. Mackay owed the Government and the Anglo-American Company about twenty thousand dollars."

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It is needless to remark that if the Government had insisted upon a separate set of books being kept by the Anglo-American Company or their agent, Mr. Mackay, and had to have inspected and audited those books regularly, this condition of things could not have occurred.

Mr. Knight late Financial Secretary, says " I was Financial Secretary under the late Government from January, 1886, to 15th December, 1889. I was also Auditor of Public Accounts in 1886 and 1887. I remember going to the Poor Office, Treasury, and Board of Works, but I don't remember auditing the Anglo-American accounts. As Financial Secretary I did not examine the accounts of the Anglo-American Company. I am not in a position to say whether the accounts of the Anglo-American Telegraph Company with the Government during the years I was in office were correct or not. In the month of Jan., or early in Feb., the Anglo-American Company's accountant, Mr. Smith, would come up and compare the amounts he received from us with the amounts as paid him by our books. The only accounts that I remember being furnished with were the monthly statements from outpost stations. These would be statements, not vouchers. The only general accounts furnished me, as far as I can remember, were similar to Exhibit now handed to me" (17.)

It is not surprising, in the face of this inexplicable apathy, that inaccuracies crept into this service and continued to multiply year by year.

In the second place we find, 1st, That in the management of the Government System of Telegraphs by Mr. Mackay, the agent of the Anglo-American Company, there has been exhibited very great looseness in dealing with the funds furnished him by the Government to defray the cost of this branch of the public service.

2nd. That the Government telegraphs have not been built and maintained with a view to economy, but that prices have been charged for supplies furnished which were in excess of what the evidence has proved to have been the market value ;

3rd. That charges have been made against the Government for services performed by repairers and others that have been received by Mr. Mackay himself ;

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4th. That during the year 1891, when Mr. Mackay was under contract with the Government to maintain and operate the Government System of Telegraphs, he did not carry out all his obligations under that contract ; and

5th. That charges have been incorrectly made in the accounts furnished to the Government by Mr. Mackay for the payment of sums up to date August 31st, namely : by bringing forward balances that accumulated during the contract year.

We are of the opinion that the following statements, which will be found in the examinations, prove most conclusively, 1st, That there has been " very great looseness " on the part of Mr. Mackay in making requisitions for and in dealing with the funds necessary to defray the cost of this branch of the public service.

Mr. Mackay made requisitions to the Government from time to time, generally every two months, sometimes oftener, as will be seen by Exhibit 28, for large sums of money, and at the end of each year he furnished the Government with a general account purporting to shew how the money received from the Government had been expended by him, but as declared by Mr. Knight, the late Financial Secretary, " the only accounts furnished were the monthly statements from outport stations ; these would be statements, not vouchers. The only general account furnished was similar to Exhibit 17." We have left nothing undone to discover all vouchers connected with this service, and if we exclude the few accounts (not all originals) which are put in as exhibits, there is a total absence of details respecting the charges made and for which the Government issued warrants from time to time. Those warrants are issued sometimes in favour of A. M. Mackay, and occasionally in favour of the Anglo-American Company ; but the money was invariably drawn by Mr. Mackay or his agent, and " was deposited to the credit of A. M. Mackay in the Union Bank." Mr. Smith, the book-keeper, further declares that " payments were not made regularly to employes as the amount of their salaries were due, but when drawn for " ; that " payments for supplies were made as the bills were presented and not quarterly, and that they were not in all cases paid in cash," but that " some were paid by note of four months." As we have before stated, it would appear that the money paid over to Mr. Mackay under warrant of your Excellency to meet the salaries of employes, and to

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defray the cost of supplies, was not used directly for that purpose ; but, having been “ deposited to the credit of A. M. Mackay in the Union Bank,” it was chequed out by Mr. Mackay for other purposes, of which we have no knowledge, and hence it became necessary for Mr. Mackay to pay “ some of the bills for supplies by note of four months,” and in this very doubtless the balance of \$3,000, which it is alleged was owed by Mr. Mackay in 1890 to employes and others, may be accounted for.

In this connection we feel obliged to direct your Excellency's special attention to the circumstances attending the building of the Cape Ray line in 1888.

On the 16th January, 1888, Mr. Mackay addressed a letter to the Government. in which he stated that “ the line between Garia and St. George's has been interrupted since the last of the year, now over two weeks. . . . I am reluctantly compelled to recommend changing it over to the Codroy and Anquilla route at the earliest possible period. . . . The cost of such a line would be about \$110 per mile. Perhaps it might be advisable for me to meet the Council on this subject. I need hardly say I am always ready to do anything I can in the matter ” (see exhibit 33).

This is no doubt the communication referred to by the late Colonial Secretary, Hon. M. Fenelon, “ which led up to Mr. Mackay attending a meeting of the Council, when the matter was fully discussed. . . . The result of the meeting was that Mr. Mackay having given an estimate as to the cost of the line, he was authorized to go on with the work ” (see evidence, page 176).

On the 16th day of April an address was passed by the Legislature, requesting that “ your Excellency will be pleased to make such order (on the subject of removing the Garia section of telegraph line to Cape Ray) as may appear reasonable, and this House will make provision therefor.”

The work was commenced with the opening of the season, and during the course of construction the following warrants were issued (see exhibit 19): May 16th, \$3,600; June 15th, \$5,000 (of which \$709.07 was for Change Island line); July 25th, \$1,500; Sept. 10th, \$1,500—in all, a sum of \$11,600; but the address above referred to

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only covered an expenditure of \$9,500 on account of the Cape Ray line, and another address on account of telegraph extension for Change Island line \$709.07—in all, \$10,209.07; so the balance of \$1,390.93, in order to prevent an overdraft on address of the House, was charged to telegraph maintenance. These entries leave no room for doubt that Mr. Mackay received up to the 31st Dec., 1888, the sum of \$10,890.93 for the removal of the Cape Ray line, but for further confirmation we beg to refer your Excellency to exhibit 19, which is Mr. Mackay's own statement.

It will be observed upon reference to exhibit 17 that in the account for arrears for 1888, furnished the Government in 1890, that Mr. Mackay debits the Government with \$9,500 *only* as the cost of the Cape Ray line. The difference between this amount and the sum above mentioned—*i.e.*, \$10,890.93—is \$1,390.93, and the latter amount therefore must have been incorporated in the charge for maintenance, which is also shewn in that exhibit. To prove this, Mr. Mackay was paid in 1888 :—

On account of address of the House	\$11,600 00
On account of telegraph maintenance	12,000 00
	\$23,600 00

Against this was his expenditure of :—

Cost of changing Cape Ray line	\$10,890 93
Cost of Change Island line	709 07
Cost of maintenance, etc., deducting therefrom the sum of \$1,390.93 incorporated therein.....	12,517 65
	\$23,117 65

Deduct this from the sum paid to Mr. Mackay as above, and the balance of \$517.65 will be seen, which amount was claimed as per exhibit 17, and paid by warrant No. 46 on March 14th, 1890.

This excess of \$1,390.93, which in Mr. Mackay's books appears to have been passed to the debit of maintenance account, was in the Financial Secretary's books also transferred to the debit of telegraph maintenance, and was brought forward as a debit balance against that

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account to 1889, and indemnity obtained therefor in that year's session (see Act 52 Vic. cap. 26.)

This is the history of the Cape Ray line so far as the public records indicate. There are no vouchers or statements of account beyond those quoted and annexed as exhibits. But there is a very serious condition of things revealed in the oral testimony. The Colonial Secretary declares that in February, 1891, Mr. Smith, the Government Telegraph accountant, who, it will be remembered, is also Mr. Mackay's book-keeper, and Mr. Stott, the Superintendent of Government Telegraphs, called upon him and lodged a complaint against Mr. Mackay's management of the Government System of Telegraphs; that Mr. Smith stated that "Mr. Mackay had been getting into financial difficulties for some time, and that he owed the Anglo-American Company and the Government a considerable sum of money." . . . "Mr. Smith then referred to the building of the Bay St. George telegraph line in 1888 (this is the same as what is elsewhere called the Cape Ray line) and characterized it 'as a huge swindle.' He said that Mr. Gower Mackay, who was in charge of the construction of that line, could only produce vouchers to about the value of four thousand dollars, but that Mr. Mackay had put in a bill to the Government for more than nine thousand dollars, and it had been paid."

Mr. Stott, the Superintendent of Government Telegraphs, says (Sep. 8th, page 56) that he was present when "Mr. Smith told the Colonial Secretary that in the year 1888 Mr. Mackay had his son, Gower, constructing the telegraph line from Cape Ray to Bay St. George; that Gower Mackay on his return could make up vouchers for the cost of construction to the amount of \$4,000, but Mr. Mackay, who was then in New York, was not satisfied with this amount for the work, and wrote down to Mr. Smith, telling him to present a bill for \$9,000. I can't say which, but it was either to Thorburn or the Government that Mr. Smith presented the false bill and got it paid."

On being examined in reference to this matter on Oct. 4th (pages 156-8), Mr. Smith says "I made a statement with regard to the Cape Ray line that Mr. Mackay made money off it. . . . I don't think I said that Mr. Gower Mackay's vouchers were incorrect. I don't remember anything about it. I won't deny having said so. I don't remember stating that vouchers could not be found. I can't swear that

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I did not say so. *Vouchers were not produced to the Government for expenditure on that line. There were not vouchers forthcoming for the full amount of money paid by the Government for the building of the line.* I considered at the time, not knowing that Mr. Mackay had a contract, that this was not right. . . . It was a contract, so I have been informed by Mr. Mackay since 1891, since my conversation with Mr. Bond in February or March, 1891."

It would appear that some time after his interview with the Colonial Secretary, Mr. Smith had a conversation with Mr. Mackay in regard to this Cape Ray business, when he was assured by Mr. Mackay that he had a contract from the late Government in 1888 to build that line. This assurance of Mr. Mackay's would appear to have changed Mr. Smith's opinions respecting the transaction, for he says "The statements I made to Mr. Bond were in perfect good faith. I believed them to be true. I have reason to doubt the accuracy of some of them since ; for instance, the question of the Cape Ray line."

The reasoning of Mr. Smith would appear to be: If Mr. Mackay had a contract to the extent of the amount paid, he was justified in demanding the money he received ; but if no contract existed, then a fraud was committed.

By reference to the evidence of Mr. Mackay (pages 284 to 288), it will be seen that he asserts that he built the Cape Ray line under contract with the Government at the rate of \$120 per mile ; that "*the contract was not in writing*"; that it was made with the Executive at the Council, in the spring of 1888, after the House closed, April or May. The line was 79½ miles long, at \$120 per mile. . . . "A contract was not discussed with the Council, except as a guarantee on my part that the cost would not exceed \$120 per mile, which I stated to the Government I would give, provided the other guarantee was given that I would be paid that amount. . . . I remember Mr. Goodridge being present at the Council meeting and making a remark about Stott's account. Sir Robert Thorburn and Mr. Fenelon were also present ; there were others, but I don't remember who they were. . . . Mr. Smith knew from me in 1888 that I had a contract and put a bill in for it for \$9,500—\$9,000 of which was paid at the time and \$500 a year and a half after. There can be no doubt but that Mr. Smith knew in 1888 that there was a contract . . . I may have

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told Mr. Smith that I hoped the Government would pay me more than \$9,500 if it cost me more. *It didn't cost more, and therefore I didn't apply for any more.* . . . I am clear that Mr. Smith did not ask me for any explanation regarding the building, in 1888, of the Cape Ray line in 1891."

It is important at this point to notice the disagreement of the testimony given by Mr. Mackay and Mr. Smith, his book keeper. Mr. Mackay declares that Mr. Smith knew from him of the contract in 1888; on the other hand, Mr. Smith declares that he did not know of the alleged contract until he was informed by Mr. Mackay of it "since 1891," since his conversation with the Colonial Secretary "in February or March, 1891," and when on examination on the 4th of October last he put forward this subsequent knowledge as the reason for qualifying the statement made to the Colonial Secretary in February, 1891.

The whole weight of testimony goes to shew that Mr. Mackay *did not have a contract to build the Cape Ray line in 1888*. There is no Minute of Council to that effect—no record of any description whatsoever that would lead to that conclusion. Sir Robert Thorburn, late Premier, says "I have no reason to suppose, so far as my memory goes, that any special arrangement was made for the construction of that line. To the best of my knowledge I never personally made any arrangement on behalf of the Government with Mr. Mackay with regard to the building of this line. It was not my custom to adopt any such course with regard to any matter. . . . So far as I know, *no special contract was made with Mr. Mackay for this work.*"

Mr. Fenelon, late Colonial Secretary, says "I remember the building of the line from Cape Ray to Bay St. George. . . . Communications were had with Mr. Mackay on the subject of this line which led up to Mr. Mackay attending a meeting of the Council, when the matter was fully discussed. The result of the meeting was that Mr. Mackay having given an estimate of the cost of the line, he was authorized to go on with the work. I don't remember the estimate, but I believe that the cost per mile stated by Mr. Mackay was less than any of the Government lines hitherto built. *He didn't give contract rates, as we didn't ask him to contract. There was no special arrangement made with Mr. Mackay beyond instructing him to go on and build the*

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line at the price he named. This is as far as I remember. If any arrangement was made out of the ordinary, it would form a Minute of Council or a matter of record."

Mr. Withers, late first clerk in the Colonial Secretary's office, says "Every Minute of Council and every letter passed under my notice. I would explain, all those of a public character. I am aware that instructions were given to the Anglo-American Telegraph Company through the General Superintendent (Mr. Mackay) for the re-erection of a line of telegraph to St. George's Bay in 1887 or in 1888, *but I am not aware that a contract was entered into for its construction, or any arrangement that would enter into the nature of a contract.*"

Sir James Winter says (evidence pages 300 and 301), "Mr. Mackay was before Council several times in relation to telegraph management. . . . I can't say he was summoned for any particular purpose. I don't remember his being specially present to discuss the building of the line just mentioned (Cape-Ray line). I have no recollection of any contract. I think it very likely that an estimate as to the cost per mile was agreed upon. If there was a contract it should have been minuted; it certainly should have, and in the usual course it would be, and the agreement itself should be in writing. . . . I do not recollect Mr. Mackay stipulating at the Council Board that the cost of that line should not exceed \$120 per mile, and obtaining from the Government a pledge that he should be paid that amount."

Mr. Goodridge, who was also a member of the Executive Council from 1886 to 1889, and who, Sir James Winter says, would give attention to these matters, declares "I do not remember Mr. Mackay being summoned before Council relative to the building of that line. I don't think it is probable, however, or else I should have recollected it. As far as I recollect, the line was built in the usual way. . . . I am inclined to be positive that there was no special agreement with Mr. Mackay, but that the line was built under the custom obtaining under previous Governments in relation to the building of lines. If there was a contract, it should certainly be minuted, or there would be a recorded agreement. I should say that an undertaking involving the expenditure of thousands of dollars, such as that line, would not be permitted on a mere verbal agreement."

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As Mr. Mackay cited in his evidence " Mr. Goodridge being present at that Council meeting and making a remark about Stott's account," in order to fix the occasion when the alleged contract was made, the Commission drew Mr. Goodridge's attention to the same, and elicited the reply " I don't recollect being present at the Council Board, Mr. Mackay being also present, and of my then disputing an account of Mr. Stott's for groceries. If there was any special point connected with those accounts, I should have remembered it."

The evidence of these witnesses appears to us to be conclusive as against a contract. We have been unable to discover any accounts to shew what the actual disbursements were. Mr. Mackay's own book-keeper says " vouchers were not produced to the Government for expenditure on that line ; there were not vouchers forthcoming for the full amount of money paid by the Government for the rebuilding of the line " ; but judging from the evidence above recited, there must have been a very large overcharge, for even if we admit the possibility of the existence of a contract, there would still be an overcharge amounting to \$1,390.93. The contract, as stated by Mr. Mackay, was for 79½ miles at \$120 per mile, or \$9,500, whilst the amount paid for the work was \$10,890.93, as evidenced by the vouchers attached hereto, marked 19 and 28, and also the Financial Secretary's books.

Secondly,—A careful consideration of all the vouchers that appear to have been furnished to the Government, together with the evidence adduced, has established the fact that throughout the whole of the years that come within the scope of our enquiry excessive charges have been made for the material supplied in the conduct of the Government telegraph service.

We have compiled a statement which will be found annexed hereto, marked 29, shewing the nature and amount of the overcharges during each year, so far as the few vouchers obtainable enabled us to trace the same. This statement also indicates the price at which the goods should have been supplied, the percentage of overcharge, and the total amount overpaid by the Government for the articles specified. It must be remembered, however, that the Anglo-American Company's and Mr. Mackay's private books, in which the Government accounts were kept up to 1892, were burned in the late fire of the 8th July ; that vouchers to represent the whole expenditure of each year could not be found, and

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that therefore the statement marked 29 only represents a part of each year's transactions.

The first overcharge to which we will direct your Excellency's attention is that of brackets.

By reference to Exhibit B it will be seen that Mr. Stott, the Superintendent of Government Telegraphs, in a letter addressed to the Colonial Secretary, declined to certify certain accounts as correct. In that letter he protests against the charge made for brackets, and when examined in reference thereto on the 8th day of September (page 21), declares that "Oak brackets can be purchased in New York for \$17.50 per 1,000, and can be landed here, I think, under \$20 per 1,000. I mean to say that brackets costing this sum are of the same quality as those charged for in Exhibit No. 2 at the rate of \$40 per 1,000"; and "the birch brackets supplied by Mr. Duchemin have been charged to the Government at the rate of \$40 per 1,000 for the past five or six years."

Mr. Pooke, manager of the Electric Light Company, on being examined as to the value of the brackets, says "I am under the impression that we have imported brackets from Greely & Co. I think we paid for them \$17.50. The brackets Z b and Z c which I have just examined are the same as those we imported. The last we got cost \$17.50" (invoice produced, marked 38). But, in addition to the oral evidence on this point, there is the evidence of certain accounts (marked 39); and these fix beyond doubt the market price of plain oak brackets. The brackets supplied to the Government during the years under examination was an unpainted birch or wych-hazel bracket made by Mr. Duchemin of this city. We conceive it to be unnecessary to cite all the evidence which goes to prove that painted oak brackets are far superior to birch brackets. Mr. Duchemin himself admits "If birch is exposed to alternate wet and dry atmosphere, it will rot sooner. That is characteristic of birch. Birch, therefore, is not as good as oak for brackets when exposed to the weather."

It is difficult to discover an excuse for the supplying of inferior birch brackets to the Government lines at from 65 to 70 per cent. higher price than the superior oak bracket could be obtained for, and the following evidence would appear to furnish the only reason why this was done. Mr. Duchemin says "I have been in the habit of receiving

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accommodation from Mr. Mackay as Mr. Mackay. The brackets I made went to my credit with Mr. Mackay to recoup him for the advances he made." And in this connection it will also be important to note the following extracts from the evidence of Mr. Smith, the book-keeper (evidence page 146). He says "Mr. Mackay has been in the habit of purchasing birch brackets from Mr. Duchemin for five years or so. Mr. Duchemin has a private account with Mr. Mackay. They were engaged in the shingle business together. It is a fact that Mr. Duchemin is considerably in debt to Mr. Mackay. All the brackets were passed to the credit of Mr. Duchemin's account with Mr. Mackay."

The irregularity complained of is probably accounted for when we consider that Mr. Duchemin was heavily indebted to Mr. Mackay, for we cannot fail to perceive that the more Mr. Mackay obtained from the Government for the brackets supplied by Mr. Duchemin, the sooner would the balance owing by Mr. Duchemin to Mr. Mackay be removed. By reference to statement marked 29 it will be seen that the overcharges under the head of brackets amounted to 70 per cent.

As a justification for this charge, Mr. Mackay says "I was requested by Mr. Weaver to purchase all I could in the local market—for instance, paper, forms, etc.—even at an advanced cost. Acting upon this suggestion, I made the charge for the Company, and in my Executive capacity as Superintendent of Government lines I adopted Mr. Weaver's suggestion *in re* brackets."

Plugs were also obtained from Mr. Duchemin and charged to the Government at the same rate as the brackets. It would appear from the evidence that plugs were not used on the Government lines, and therefore those articles, and the rod iron and washers which accompanied their use, were wrongfully charged to the Government. This has been admitted by Mr. Mackay (see evidence, page 267). He says "The charge for plugs, rod iron and washers in 1889, and 500 pins in 1885, would be an error. The Government used no plugs or pins, except one mile to Carbonear."

So far as can be ascertained from vouchers, all supplies of nails for the service were also obtained from Mr. Duchemin by Mr. Mackay. The oral evidence as to the price of nails is as follows: Mr. Woods, hardware merchant, says "The price of 3½-inch wrought nails, such as sample shown me (see Exhibit 27), called best wrought pressed star-

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head $3\frac{1}{2}$ -inch nails, would be sold in St. John's at full value \$5.50 per cwt. ; if in quantity, a little under that price. I think they could be sold in larger quantities than a cwt. at \$5, and leave a good profit. The value of 5-inch nails, same quality and brand, is \$5 ; this nail, in quantities over a cwt., could be sold for \$4.50 or \$4.75."

Mr. Ellis, manufacturers' agent, says "The very best Cord's Patent Star brand $3\frac{1}{2}$ -inch patent pressed wrought nails are sold from \$5 to \$5.50 per cwt. in St. John's, and the 5-inch, same quality and brand, at \$5. The price of these would not fluctuate very much ; during the last five years they may have gone a dollar higher, but if they did, it would be an over profit."

It will be noticed by statement marked 29 that the price charged the Government for the same was 38 per cent. in excess of the price at which the same class nails could have been obtained.

Mr. Mackay says "Nails necessary for the Government lines were obtained from Mrs. Gleeson and Mr. Duchemin, latterly from Mr. Duchemin, as he imported a special brand (same as the nails referred to by Messrs. Ellis and Woods). I don't know what was paid for them. I didn't look into the price of nails."

The battery coppers and zincs supplied the Government lines were made by Mr. Mackay "at his lower premises," because, he says, "I could make them cheaper than I could import them. The zinc produced, marked Z, is the zinc we supply this year to Government offices. Prior to this year I furnished partly the same and partly a heavier kind. . . . Until this year I charged the Government 45 cents for zincs and 22 cents for coppers."

Samples of the battery coppers and zincs supplied to Government were forwarded to Messrs. Hopkins, Causer, & Hopkins, general hardware and metal merchants of Birmingham, England, through Mr. Ellis, manufacturers' agent in this city, and the following facts were elicited, viz : That battery coppers could be supplied by the firm F. O. B. at Liverpool for (4s. sterling) four shillings per dozen, which would mean, added here, about nine or ten cents each. Mr. Ellis, in evidence (page 128), says "A man could make very good wages by selling battery coppers such as Exhibit Z at ten cents a piece."

Mr. Mackay has charged the Government for those articles (see

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statement 29 and accounts in Exhibit 1) 20, 22 and 30 cents each, or averaging, taking all together, 130 per cent. over the actual value.

Mr. Ellis says (page 201) "Battery zincs such as Exhibit 20 will be supplied by my firm at 30 cents each, landed here."

Mr. Coleman, electric bell-hanger (page 112), says "The battery zinc such as Exhibit Z may be imported for 20 cents each, landed here, wholesale."

The Government have been charged by Mr. Mackay 40, and in one year 45 cents for battery zincs, or more than 50 per cent. over their value, and reference to Exhibit 40 will show that Exhibit Z was the zinc regularly supplied to Government offices.

Communication was also had with the firm of Messrs. Hopkins, Causer, & Hopkins respecting telegraph wire, with the result that samples similar to the wire supplied by Mr. Mackay to the Government telegraphs were obtained, respecting which Mr. Ellis says "No. 9 wire, such as Exhibit 23 (the wire supplied by Mr. Mackay), will be supplied by my firm at \$60 per ton landed here." In addition to this evidence, Exhibit 26 gives the price of wire for the last seven years, and demonstrates that the price during that period has never ranged higher than £12 17s. 6d. stg. per ton. Mr. Mackay was paid by the Government for this article, as per statement 29 and Exhibit No. 2, £24 10s. stg. per ton and charges, also \$116 per ton and \$120 per ton, or 77 per cent. in excess of what it could be obtained for.

It will be noticed that Mr. Ellis' quotations of the price of telegraph wire during the past seven years were obtained from Messrs. Rylands, the firm which he declares "rule the world in this particular article."

The three bills for wire to which exception is taken were rendered in the name of the Anglo-American Telegraph Company, as also were bills for brackets, plugs, etc. We therefore considered it desirable to apply directly to the Managing Director of that Company, in London, for an explanation as to the overcharges in the accounts furnished in the name of the Company. A reply was received from the said Managing Director covering the result of investigation (see Exhibit 34) in which he says "All wire used by the Anglo-American Telegraph Company between 1880 and 1884, and in stock in Newfoundland in 1885,

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was purchased from Messrs. Johnson, Nephews, Manchester. The price was as stated"; and he furnishes the following as Mr. Mackay's explanation, "Wire from Messrs. Johnson, Nephews, Manchester, was always about £24 10s. per ton, and the freight, £1 17s. 6d., is no doubt correct. The ordinary rate was £1 10s., and in those days (7 years ago) sometimes more. Wire from Temple's (Warrington Wire Works, Liverpool) was cheaper, and although no freight is quoted on his bill, it was no doubt paid and charged for, accompanied by a voucher for the same."

This can scarcely be accepted as in any way a satisfactory explanation of the overcharges in Government accounts. The Managing Director, it will be perceived, does not attempt to justify it. He merely asserts that "the wire in stock in Newfoundland in 1885 was purchased from a certain firm, between 1880 and 1884, at £24 10s. per ton." Neither does Mr. Mackay attempt to justify this charge further than to state that "the Government were evidently out of wire, so I obtained it from the Company and charged them the price paid by the Company" (see page 274). It is obvious that Mr. Mackay's duty was to buy in the cheapest market. He was not restricted to the expensive stock belonging to the Anglo-American Telegraph Company or to Temple's, who "was cheaper," or to Ryland's, "the firm that rules the world in this particular article," and where the price for exactly the same wire "has never ranged higher than £12 17s. 6d. stg. per ton during the past seven years." It is evident that the Anglo-American Telegraph Company were relieved of a high price stock at the expense of the Government of this colony.

Other overcharges will be noticed in Exhibit 29, attached hereto, which we do not deem it necessary to enlarge upon.

Thirdly,—As to the charges made against the Government for services "performed by repairers and others that have been received by Mr. Mackay himself."

It is admitted by Mr. Mackay and Mr. Smith, book-keeper, that for seven or eight years the sum of \$28 per month, or \$336 per year, was charged to the Government for a repairer at Nipper's Harbor and Bett's Cove, and that during the whole of that period only \$18 per month, or \$216 per year, was received by Mr. Cunningham, to whom

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the \$28 was alleged to have been paid (see Mr. Cunningham's letter, also account marked j 1).

A charge was also made against the Government during the same period of \$14 per month, or \$168 per year, for a repairer at Harbor Briton.

In the monthly statements for outport offices, which have been furnished yearly, this charge is entered as having been paid to Mr. Sodero, the operator at that place. Mr. Sodero states (see letter, Exhibit 41) that he never received an amount for a repairer. This would appear to be a similar case to that of Bett's Cove and Nipper's Harbor.

In explanation of these charges, Mr. Mackay says "There was an account opened by Mr. LeMessurier, our book-keeper, to which were credited certain small sums against losses by clerks in transmission, but not as salary. This was not sufficient to cover any actual losses. For instances, Bett's Cove and Conn River were the only instances, so far as I know, where the charge was made. The account was opened by Mr. LeMessurier subsequent to 1878. I can't tell whether it was continued up to 1888. Mr. Smith, as book-keeper, would have knowledge of that account from the time he became book-keeper, or after Mr. LeMessurier died."

By reference to Exhibit 42 it will be seen that Mr. LeMessurier died in the year , and if it be correct that "Mr. Smith, as book-keeper, would have a knowledge of that account after Mr. LeMessurier died," and we must assume that he would, as book-keeper, have full knowledge if such existed, for he would be the party to open and enter up the accounts, then his evidence on this point would be conclusive in the absence of the books. Now Mr. Smith, when questioned on these matters, said (evidence page 234 to 238) "George Sutton was repairer at Conn River. The Anglo-American Company send a man out from Conn River on the Harbor Briton line towards Harbor Briton. Sutton is a repairer in the Anglo-American service. The man represented by the name of George Sutton was an employe of the Anglo-American Company at Conn River and received a monthly salary as such. . . . I don't think the party represented by the name Sutton was paid on account of the Government. The operator at Harbor Briton did not charge \$14 per month in his monthly statement for the man, George

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Sutton, or party represented by that name. *This was a charge made against the Government by the Anglo-American Company, so far as I can understand. . . .* All I can remember about this matter is this: That instead of the charges for casual repairs from the Conn River end of the Harbor Briton line being made as they occurred, my instructions were to charge \$14 per month regularly. . . . Whether any repairs were done or not, the standing charge was made. This continued up to 1888. Such an amount *is not now charged* to the Government. A portion of the \$28 charged against Nipper's Harbor and Bett's Cove for repairer, viz., \$18, was paid to Mr. Cunningham, the operator there. I don't know who got the balance. When I went to the telegraph office in 1881 there was a statement book opened, I think, by Mr. Stott, and there was a ledger kept into which salaries and disbursements of employes, etc., were posted directly by single entry. When this system was changed in 1888 to a double entry system the discrepancy then between the operators' credit and the charge in the statement books was noticed, and the change made accordingly. I don't know who was responsible for this. When I discovered the discrepancy I let the matter alone. I don't think I ever told Mr. Mackay. Mr. Mackay received the difference *for all the time, and owes the money to the Government so far as I know. . . .* I did not credit the Government back with it, I did not consider it my duty to do so. I relieved myself of the responsibility of this by telling someone. Although I knew that this credit was *not made, I furnished subsequent accounts sent in as clerically correct.* I swear that I informed my superior of the fact. I informed Mr. Stott about it at the time that I discovered it. . . . I informed him for the purpose of relieving myself of the matter. I didn't want to have anything to do with it. As far as my knowledge goes, the sum of \$840 would be owed by Mr. Mackay."

It is perfectly clear from this evidence that Mr. Smith, the book-keeper, who of all men must have been aware of the account mentioned by Mr. Mackay, if such existed, knows nothing whatever of such, and it is also perfectly clear that he believes the charges to have been wrongfully made, for he says he informed his superior, Mr. Stott, of the same "for the purpose of relieving himself in the matter," and that, "so far as his knowledge goes," the sum of \$840 would be owed by Mr. Mackay.

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If Mr. Mackay owes the Government \$840, being the amount wrongfully charged as having been paid to Mr. Cunningham for repairer at Bett's Cove and Nipper's Harbor, the sum of \$1,176 would also be owing, being the amount charged as having been paid to Joseph Sodero, of Harbor Briton, for George Sutton, repairer Conn River end of Harbor Briton line, because Mr. Mackay says that these two charges were made to cover losses in transmission. Further, he says "that there would be no charge for repairs for the Harbor Briton line apart from the \$14 per month." Exhibit 43, attached hereto, will show that charges were made and paid for.

It will be noticed by exhibit 44 that for several years a charge of \$60 per month has been made against the Government for services performed by William Abbott, and by exhibit 35 that vouchers were put in to the Government as being receipts for payments made to Mr. Abbott on account of services rendered to the Government. One of those receipts purports to have been signed by Mr. Abbott, and the others to have been marked by him in the presence of a witness. On examination Mr. Abbott declared "I never gave a receipt, because I couldn't write. Many receipts were signed by my time-keepers, who was Joseph Miller sometimes, and sometimes my sons, James or Michael. I have been with the Anglo-American Company the last three or four years. Prior to that was in Mr. Mackay's private employ, possibly for fifteen or sixteen years. I have never been a Government employe that I'm aware of. Mr. Mackay always paid me £10 a month for the time I was with him. I never received regularly any other payments. I received the £10 a month idle or working."

When under examination, Mr. Mackay said (evidence, page 278), "Mr. Abbott's regular wages were \$40 a month, whether he worked or not. He was in my private employ up to 1888 or 1889. The Anglo-American Company have paid him since 1888, except one month, I think. Amount paid by the Anglo-American Company for his wages was \$40 per month. *Abbott's wages were charged to the Government at the rate of \$60 per month for this reason, that, whilst I was willing, he being my servant, to let the Company have his services at cost per month to me, I was not willing that the Government should have them at the same rate, as they were well worth much more.* The amount (wages charged the Government as having been paid Mr.

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Abbott, and for which receipts were furnished the Government as having been received by Abbott) was not paid to *Mr. Abbott while my servant, I getting his whole salary. If a bonus was paid to Abbott and charged to the Government, plus his salary, I would receive that during the time he was my servant.*"

We have discovered one voucher which shows that in 1885 a bonus of \$100 was charged to the Government as having been paid to Mr. Abbott, and this Mr. Mackay admits went to him and not to Abbott, as the latter was his servant.

Your Excellency will not fail to notice that, although Mr. Mackay contends that he was the servant of the Government entrusted with the management of this important branch of the public service, and whilst he charged the Government a very large sum, viz., five per cent. commission on total disbursements for his services, he still considered himself justified in charging the Government fifty per cent. profit on this man's wages, plus certain other sums by way of bonuses; and it will be further noticed by your Excellency that not only did Mr. Mackay receive the fifty per cent. profit on Abbott's wages, plus whatever bonuses were granted, but he also actually charged five per cent. commission on these amounts which were received by himself.

There can, we submit, be no justification for such a proceeding.

Fourthly,—As regards the non-fulfillment of all obligations under contract. It appears that in the year 1891 a contract was entered into between the Government of this colony and Mr. Mackay, whereby the latter undertook to maintain and operate the Government System of Telegraphs with as much efficiency as heretofore, "making every payment of every kind whatsoever necessary for effective working. . . . to rebuild the Harbor Briton branch," and to "erect terminal houses at each end of the cable, ten in all" (see exhibit 45) in consideration of the Government paying him the sum of \$18,000. During the period of the contract, complaints reached the Government from certain operators respecting the discontinuance of certain allowances heretofore given by the Government (see exhibit 46). In the month of December a letter was addressed to Mr. Mackay by the Government, which contained the following clause, "I am directed to intimate to you that complaints have been made by operators in the Government service to the effect that since 1st June last the usual monthly allowance for office

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and battery cleaning has been discontinued, and that, in more than one instance, it is alleged that the service of the repairers have been dispensed with." To this letter Mr. Mackay replied, "There never was any usual monthly allowance for office and battery cleaning. A charge was frequently made for office cleaning, but was always objected to by me because it was a charge for moneys paid which had not been paid" (exhibit 47).

On examination, Mr. Stott, the Superintendent of Government Telegraphs, declared "I know that the complaints made by the Government telegraph operators that their monthly allowance for cleaning office had been taken from them during the year 1891, which was the year of the Mackay contract, were well founded. I myself received complaints to that effect direct from the operators. The allowances were discontinued under the following telegraphic order addressed to all offices on Government lines: 'In future, discontinue all charges for cleaning office and all charges of all kinds except what you might absolutely pay for repairing line. No charge of any kind will be passed except in cases where rent is allowed.'

"These allowances were always made to operators up to the time Mr. Mackay took the contract, and dated back for years. The sum of one dollar per month was allowed each office for cleaning, and about 18 or 20 offices had been in receipt of this monthly allowance.

"The yearly allowance of three tons of coal which used to be allowed to each office was discontinued by Mr. Mackay's orders. Four repairers were discharged while Mr. Mackay held the contract, and their places left vacant. I consider that the line suffered by the dismissal of those repairers, or by their not being replaced. What I take exception to is not their dismissal, but their places not being filled."

. . . "I consider Mr. Mackay saved \$588 by leaving the repairers' places vacant, minus \$50 which he may have paid for casual repairs. The places were vacant 21 months, at \$28 per month.

"I consider that Mr. Mackay saved \$133 by the discontinuance of the monthly allowance of one dollar for office cleaning; that is to say, 19 offices at \$1 per month for seven months. I don't know to how many offices coal is allowed—to nearly all the offices usually; there are over 30 offices. In many cases where the supply of coal was not cut off

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altogether, it was reduced. I received complaints from some of the operators relative to the stoppage of their coal supply. They used to speak to me about it, but were afraid to make any formal complaint.

“ It was part of Mr. Mackay’s contract to build the Harbor Briton line. It was not built as it should have been. It cost under \$40 per mile ; the usual amount the Government is charged for building similar lines is from \$120 to \$150 per mile. Thirty-five poles are usually allowed to the mile. From 19 to 26 to the mile were used on the Harbor Briton line.”

Mr. Stott also put in a copy of a message received by him from J. C. Leslie, the operator at Conn River, dated September 25th, 1891, as follows : “ My man was over the line the other day and found break in Harbor Briton Bay. He reports that over 100 of the new fifty cent poles are lying on the ground between Hermitage and Harbor Briton Bays, never having been used. Consequence of this will be that the line will have to be rebuilt under three years. You know the value of these old fir poles after 10 years. No wonder Miller got through the job so quick ” (see exhibit O).

Mr. Mackay declined to state what the rebuilding of the Harbor Briton line cost him, but he said “ It was built by Abbott and Miller, two of our best men. . . . Neither Mr. Abbott nor Mr. Miller knew from me that there was a contract, and received their orders to build the usual good line as they had been in the habit of building for the Anglo-American Company. . . . I have never received any complaint as to the working of this line, or as to the manner in which it was to be built. . . . I saw a message from Mr. Leslie, alluding to Miller’s rotten poles. It came to me. I never saw a message from Mr. Leslie to Mr. Stott in reference to this line.”

The evidence of Mr. Abbott, who built a portion of that line, “ between 20 and 30 miles ” from Conn River to Hermitage Bay, indicates that that portion of the line was well built ; but if the telegram from Mr. Leslie is accepted as reliable information, we must conclude that the contract in this respect was not carried out in accordance with what may be presumed to have been the intention of the Government.

With regard to the discontinuance of the “ usual allowance ” to operators, Mr. Smith, the book-keeper, says “ Mr. Mackay had last year

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a contract from the Government for the maintenance, operation and management of Government telegraphs. . . . The same office allowances are made this year that were made in 1890, with the exception of the allowance of \$1 per month for cleaning offices, which was discontinued in April, 1891, I think. April was the last month the allowance was made. The allowance was paid in the early part of the year when the lines were under the control of the Government. I saw the contract with Mr. Mackay. I don't care to answer the question whether Mr. Mackay granted the usual allowance of coals to the offices during the contract year."

In order to remove all doubt as to whether the operators were deprived of the allowance of \$1 per month for office-cleaning, and the usual allowance of coals during the contract year, a series of questions were sent to all the Government operators in the colony (see exhibit 48). Answers were received from all the stations to the effect that the "usual allowance" of one dollar per month had been cut off in 1891.

At eight stations the "usual allowance" of coal had been *reduced*, and at four stations *none* had been received. The evidence upon these points is so abundant and conclusive as to leave no doubt upon our minds that the reductions complained of were made; that the Government operators suffered thereby, and that Mr. Mackay probably gained by these reductions to the extent that appears in exhibit 30.

There can be no doubt either that certain repairers were dismissed during the contract year, and that Mr Mackay did save a certain amount by not filling their places. It is impossible for us to determine as to whether the lines suffered by this, but it is evident on the other hand that if the continuous services of these repairers were necessary for years prior to the contract, they were also necessary during the currency of the contract for the proper maintenance and repairs of the lines.

We now come to a consideration of the management and accounts for the present year. On the 19th day of May last the Government formally appointed Mr. Mackay General Superintendent of Government Telegraphs at a salary of \$1,250 per annum, and in a letter of that date conveyed to him the following "Order in Council" for the future management of the Government system of telegraphs:—

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“ The system is to be conducted as a distinct department of the Government. Minutes are to be made of all matters concerning the said service in a book to be kept for that purpose, in which shall be entered all proposed appointments and changes, and nothing shall be done without the approval of His Excellency the Governor in Council being first obtained. All requisitions for supplies are to be forwarded to the Superintendent, which, if in order, shall be signed by him and countersigned by the General Superintendent and sent to the Government for approval. After obtaining the Government’s approval of the same, the Superintendent shall file all such approved requisitions, giving orders for all requirements to such parties or firms as the Government shall intimate, keeping duplicates of all such orders. The payments for this service shall be as follows, viz : At the end of each month the amount necessary to meet the disbursements for the month shall be ascertained, and the General Superintendent shall make a requisition to the Colonial Secretary for the same, which sum shall be placed in either the Union or Commercial Bank to the credit of the Government telegraph account, and the General Superintendent shall make payment of all bills and salaries contracted during the month, by cheque. Regular books of account for the service shall be kept, in which shall be entered all receipts, expenditures, and money transactions of the department. All accounts for the service shall be rendered monthly, and not later than the 15th day of each month, when a statement shall be furnished to the Colonial Secretary, signed by the General Superintendent and Superintendent, showing expenditure, balances in hand to the end of the previous month, and any existing liabilities to clerks or others. A consolidated statement of expenditure, together with an inventory of the stock on hand, and a report on the condition and working of the lines, shall be forwarded to the Government at the close of each year, which report and statement shall also be signed by the General Superintendent and Superintendent.

“ I am to request you to be good enough to furnish Mr. Stott with a copy of the directions herein set forth for the future conduct of the telegraphs of the Government.”

This order was only carried out in part, for on August 9th, August 16th, 1892 (see exhibit 49), the Government found it necessary to write to Mr. Mackay, complaining that their instructions had not been

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attended to, and refusing to issue warrants for payments on account until the "Order in Council" was complied with. On the 10th day of August a letter was received from Mr. Mackay by the Government, in which he distinctly refused to submit accounts to the Superintendent of Government Telegraphs for certificate, as stipulated by order of your Excellency in Council, and conveyed to Mr. Mackay by the letter aforesaid (see exhibit 50).

A deadlock immediately ensued, and on the 23rd day of August instructions were sent by the Government to the Commissioners appointed by your Excellency to enquire into the public service of the colony from the year 1886 to 1889, and the telegraph service from 1886 to 1891, to "proceed immediately to enquire into the accounts, expenditure, and management of the Government System of Telegraphs for the period stated."

A letter having been received by the Government from J. T. Gillard, one of the Commissioners thus appointed, stating that his "business required his undivided attention," and that he was unable therefore, "to devote any time to the investigation of the accounts," a second commission was issued and directed to the Hon. Robert Bond and Hon. R. H. O'Dwyer, and a letter was sent to Mr. Rowland, the Commissioner appointed with Mr. Gillard, informing him of the appointment of the other Commissioners, and requesting him to co-operate with them. This Commission further extended the period under investigation to the 31st August, 1892.

On the 2nd September a letter was sent to Mr. Mackay, informing him that your Excellency had appointed Commissioners under the Public Enquiries Act to enquire into the accounts, expenditure, and management of the Government System of Telegraphs, and requesting him to furnish the Commission with all books of accounts and other documents relating to the conduct of the said business during that period.

It was found on examination of Mr. Smith, book-keeper, that a separate set of books had been opened for the Government telegraphs on or about the 1st of April. His declaration was "The accounts were not kept at all from the 1st day of January until I opened the books in April. I refuse to produce the books in which the original entries were made until I opened the Government books in April without the

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authority of their owner. . . . Any payments to employes were charged to Mr. Mackay's account, and would appear in his private books."

The Government books for 1892 were produced. They were clerically correct, but there were balances brought forward from the contract year, 1891, as due employes, and placed to their credit in those books, and a corresponding debit was made to Mr. Mackay in the same books. The Commission are of opinion that a more correct procedure would have been to have opened the Government books as distinct from any liabilities of Mr. Mackay for the contract year. The incorporation of those balances into the Government books, in our opinion, made the Government liable for the same.

As a justification for those entries, it is contended that there was an amount owing by the Government to Mr. Mackay for arrears, and certain balances due by certain Government telegraph operators to Mr. Mackay for the contract year.

We are of opinion that the arrears account referred to, and the balances due by employes to Mr. Mackay, should have been disposed of on their merits at the close of the contract year, and we therefore recommend the Government, in dealing with the salaries of operators for 1892, to pay the said operators irrespective of any balances due by or to them for 1891.

The correctness of our conclusions will be evident from the testimony of Mr. Smith, book-keeper, who says "The balances were not actually due to the employes by the Government (see evidence, page 72)," and again (page 140) "If the arrears account is settled upon its own merits, then the liabilities to employes are due by Mr. Mackay and not by the Government."

This inquiry has involved very great labor and much that was unpleasant and painful to us. The absence of the books in which the accounts of Government telegraphs were kept, and of vouchers representing the whole of each year's transactions, increased the difficulties of the undertaking. We have, however, made the most thorough investigation possible under the circumstances, and having weighed impartially all the evidence adduced, we have arrived at the conclusions which we trust we have clearly set forth.

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In closing, we respectfully submit for your Excellency's approval the following recommendations, viz. :—

1st. The payment of the " arrears account," and also of such other balances as appear by Mr. Mackay's account to be due to him on the 31st August, 1892, less the amount appearing in exhibit annexed, which we consider should be deducted by reason of overcharges, etc. ;

2nd. That, with a view to economy and to the Government having complete control over their telegraph system, the expenditure and management of the same be immediately placed under the direction of the Government Engineer, Mr. Burchell, who has had several years experience in the purchasing of telegraph supplies, and construction and operation of telegraph lines in the United States and Nova Scotia (see evidence, page 226) ;

3rd. That the services of the present book-keeper and store-keeper be dispensed with.

Apart from the fact that these individuals occupy the anomalous position of not only being Government servants, but also the servants of the Anglo-American Telegraph Company and of Mr. Mackay, it is evident that the former is no less culpable than Mr. Mackay for the manner in which the Government accounts have been kept.

There can be no question but that the book-keeper was aware for years that the Government telegraphs were not being conducted as they should have been ; his statement to the Colonial Secretary (see evidence, pages 204, 207) ; his subsequent testimony before the Commission ; his admissions to the Hon. E. P. Morris (see evidence, pages 190, 194), and his threatening letter to Mr. Mackay, in which he says " I shall not remain in a service where these errors and wrongs exist ; shall not leave a service where they have existed, and have them corrected and thrown publicly in my teeth before the world by your successor or mine " (see exhibit 2) prove this conclusively. With regard to the store-keeper, the fact that he has admitted having gone to a hardware store in town and induced the proprietor to make out and receipt a number of bills for goods that were never supplied by him, although at the instance of his superior (see evidence, page 106), is sufficient in itself to suggest the advisability of a change. But further, we conceive it to be impossible to serve three masters at the same time.

4th. That the accounts be kept in an office to be attached to that of the Government Engineer, and in the manner prescribed by your

REPORT—COMMISSIONERS TELEGRAPH ENQUIRY.

Excellency in Council, and set forth in exhibit 50. The staff to consist of Government Engineer, Superintendent of Telegraph Lines, Accountant and Check Clerk, Store-keeper. A saving in maintenance account will then accrue to the following extent :—

PRESENT STAFF,—

General Superintendent	\$1,250
Superintendent	1,000
Accountant	600
Store-keeper	200
Saunders	720
Tobin	480
3 Check Clerks	300
Extra labor in store	60
	\$4,610
	\$4,610

NEW STAFF,—

Government Engineer	\$1,000
Superintendent	800
Accountant and Check Clerk	460
Store-keeper (Tobin)	460
	\$2,260
	\$2,260

Balance saved: \$2,350 per annum.

We are informed by Mr. Stott, the Superintendent of Government Telegraphs, who has had a very long experience, that the above staff will be ample to meet all requirements.

5th. In view of the near completion of the railway to Exploits, and of its probable extension to Bay of St. George, West Coast, and also of the fact that a telegraph must of necessity be constructed along the line of railway in connection with its operation, we would suggest that immediate arrangements be made for the construction of such a line from Placentia Junction.

This line would be operated and maintained by railway employes without adding to the staff necessary for railway purposes, and would

REPORT—COMMISSIONERS TELEGRAPH ENQUIRY.

result in a very considerable reduction of the present cost of maintenance. For instance, the distance from

Placentia Junction to Come-by-Chance is	42 miles
Come-by-Chance to Shoal Harbor	26 miles
Shoal Hr. to St. George's Bay (by proposed railway route) ..	300 miles
	<u>368 miles</u>

Placing the cost of 368 miles at \$70 per mile, which, we are credibly informed, is a high estimate, it equals \$25,760, the annual interest upon which, at four per cent., would be \$1,030.40.

The present land lines from St. George's Bay to Sandy Pond, and from Shoal Harbor to Gambo, would be abandoned, saving in salaries \$2,373.60 per annum, as follows:—

Deer Lake operator . . .	\$40 per month	Repairer . . .	\$28 per month
St. George's Bay ditto . . .	40 per month	Repairer . . .	28 per month
Shoal Harbor ditto	30 per month	Repairer . . .	25 per month
Clode Sound ditto	30 per month		
Gambo ditto and board allowance	43 per month	Repairer . . .	28 per month
	<u>\$183</u>		<u>\$109</u>
	12 months.		12 months
Total : \$3,504	<u>\$2,196</u>		<u>\$1,308</u>

From which we deduct \$1,030.40, the interest on cost of new line, leaving balance annually saved in salaries of \$2,373.60. Extra supplies required annually for additional line would be far below this balance, so that the 368 miles would be built, maintained and operated by the parties owning and working the railway (the Government) for less than it now costs to maintain and work 167 miles in the St. George's, Sandy Pond, Shoal Harbor and Gambo lines. This without giving any credit to proposed scheme for material, which might possibly be utilized from the abandoned lines.

Grand Bank-Burin system might be connected with the railway system at Come-by-Chance, abandoning Bay L'Argent-Long Harbour section and taking in the Placentia Bay herring fishery stations.

REPORT—COMMISSIONERS TELEGRAPH ENQUIRY.

On questioning the Government Engineer, Mr. Burchell, relative to this matter, he said "The telegraph line is an essential necessary to the railway. . . . In view of railway extension north and west, I believe that the best results, economically and otherwise, would follow the transference of the main telegraph lines to the lines of railway. I think it would be of very great advantage to have one of the section men in each gang equipped as a telegraph repairer; it would not only expedite repairs, but would curtail the cost of maintenance. Station masters being operators would also reduce the cost of telegraph operation for public business, as the railway agents could attend to all telegraph business" (evidence, page 230).

In making the foregoing recommendations we have not been unmindful of the monopoly of the Anglo-American Telegraph Company (limited). When the Placentia railway was being built, 1886-'89, the question appears to have arisen as to the right of the Government to erect "a line of poles and wires" for telephone or telegraph purposes along the railway track, and the opinion of the General Superintendent of the Canadian Telegraph Service, F. N. Gisborne, Esq., was obtained, which is as follows, "A Railway Company can, in spite of any monopoly clause, remove the Telegraph Company's poles and erect their own as part and parcel of their *necessary* railway plant, and the law will thus sustain them." But we submit that no question is likely to arise in this connection, in view of the assurance contained in the letter from the Anglo-American Telegraph Company, limited, of date the 17th August 1876 (see exhibit 32), and of the evidence of Mr. Mackay, the General Superintendent and Local Manager of that Company, which goes to shew that the said Company are perfectly willing that the Government shall build such lines as they desire (see evidence, page 270). If, however, any question should arise, there is the Charter of 1854 to fall back upon, the 6th clause of which stipulates that if the Anglo-American Company fail to erect such lines as the Government of this colony may require within one year of the request being made them, the Government may build such lines themselves.

Your Excellency will notice that the only evidence not signed is that of Mr. Mackay. We may observe that every possible courtesy and consideration was extended to that gentleman. He was furnished with writing material and facilitated in taking down every answer as he gave

REPORT—COMMISSIONERS TELEGRAPH ENQUIRY.

such to the Commissioners, so that he might subsequently have an opportunity of reading over and amending his evidence before signing it; and it was indicated to him that if he desired to make a statement separate from the examination, the Commissioners would be glad to receive and consider the same before reporting.

In order to afford him ample time to read over and consider the evidence that he had given, we did not call upon him to sign his evidence until *five days* from examination. In reply to the summons then issued we received a letter (see evidence, page 318) stating that it was "unreasonable to expect him to be ready at a day's notice whilst the Commission had been in session over four months," and asking for a copy of his evidence and copy and translation of a cipher message sent by two of the Commissioners to the Hon. R. Bond, New York, *which had come under his notice as Superintendent of the Anglo-American Telegraph Company, and which he had previously attempted to decipher*, and had made the occasion for a *violent attack upon the Commissioners* at the close of his examination on the 12th inst. We declined to furnish the papers demanded, and again requested his attendance (see evidence, page 320).

Having now waited more than a fortnight, and thus afforded Mr. Mackay the amplest opportunity to make such further statements as he might desire, we conceive it to be our duty to furnish to your Excellency the report without further delay.

We have the honor to be,

Your Excellency's most obedient, humble servants,

RICHARD H. O'DWYER,
GEO. ROWLAND,
R. BOND,

Commissioners.

St. John's, January 31st, 1893.

REPORT—COMMISSIONERS TELEGRAPH ENQUIRY.

A statement of the amount of overcharges, etc., which the Commission consider should be refunded by Mr. Mackay.

Amount received by Mr. Mackay as for a repairer at Nipper's Harbor and Bett's Cove, as per Exhibit 30	\$820 00
Amount received by Mr. Mackay as for a repairer at Harbor Briton, as per Exhibit 30	1,316 00
Amount received by Mr. Mackay, being overcharge on Wm. Abbott's wages, as per Exhibit 44	420 00
Overcharge on sundry supplies charged the Government Telegraphs, as per Exhibit 29	2,827 09
Overcharge on Book-keeper's salary from \$400 in 1890 to \$600 in 1892 ; difference \$200 for 8 months to 31st August, 1892	133 33
Overcharge for Check Clerk to 20th June, \$300 per year instead of \$200	50 00
	\$5,566 42

The overcharge on account of the building of the Cape Ray line, according to the evidence of Mr. Mackay, is \$1,390.93. Absence of all vouchers for the building of this line renders it impossible to ascertain the actual amount, but if the statement made by Mr. Smith, the book-keeper, be correct, there would be over \$6,000 of an overcharge.

RICHARD H. O'DWYER,
GEO. ROWLAND,
R. BOND,

Commissioners.

REPORT—COMMISSIONERS TELEGRAPH ENQUIRY.

The following amounts were not paid by Mr. Mackay during the contract year, 1891 (see Exhibit 30).

Two cable houses were not erected at Greenspond.....	\$40 00
Repairs allowance at Tilt Cove, cut off for seven months at \$8 per month.....	56 00
Repairer at Bay of Islands, cut off for one month.....	28 00
Repairer at Bonne Bay, cut off for seven months at \$28 per month.....	196 00
Repairer at Grand River, cut off for six months at \$28 per month.....	168 00
Repairer at Gambo, cut off for seven months at \$28 per month	196 00
Monthly allowance of \$1 for cleaning offices, cut off from 25 offices.....	171 50
Allowance of coal to offices reduced by 18 tons, at \$5.....	90 00
Rent of offices cut off, so far as known.....	42 00
Salaries of Check Clerks not paid in 1891, and which was paid Mr. Stott up to 1888.....	200 00
	\$1,187 50

There is not sufficient data upon which to formulate a claim in rebuilding the Harbor Briton line.

RICHARD H. O'DWYER,
GEO. ROWLAND,
R. BOND,

Commissioners.

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

Proceedings of the Commission appointed by His Excellency the Administrator of the Government in Council, to enquire into the accounts, expenditure, and management of the Government System of Telegraphs, for a period extending from the 1st day of January, 1886, to the 31st day of August, 1892.

By His Excellency Lieut.-Colonel Sir J. TERENCE
 T. O'BRIEN, Gov. N. O'BRIEN, Knight-Commander of the
 Most Distinguished Order of St. Michael
 and St. George, Governor and Commander-
 in-Chief in and over the Island of New-
 foundland and its Dependencies.

Governor's Seal.

W. V. WHITEWAY,
 H. M. Atty. Gen.

To JOHN T. GILLARD and GEORGE ROWLAND, ESQUIRES,—

GREETING :

Whereas, with the advice of my Council, I deem it expedient that an enquiry should be made into the accounts and expenditure of the various departments of the public service, and into the management and condition of the finances of the colony for the years 1886, 1887, 1888 and 1889; and

Whereas, I further deem it expedient that enquiry should be made into the accounts, expenditure, and management of the Government System of Telegraphs for a period of five years, commencing on the 1st day of January, 1886, and ending on the 31st day of December, 1891;

I do by these presents nominate and appoint you, the said John T. Gillard and George Rowland, to be Commissioners under the Act of the Legislature, 51st Vict., cap. 18, entitled "An Act Respecting Inquiries Concerning Public Matters," to inquire into the herein recited matters, conferring upon you, the said John T. Gillard and George Rowland, the power of summoning before you any party or witness, and of requiring him to give evidence on oath (or on solemn affirmation), orally or in

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

writing, and to procure such documents and things as you may deem requisite to the full investigation of the matters into which you are appointed to examine; and you are requested to report to me in writing the result of such enquiry, with such observations thereon as you may deem proper to offer in the interest of the public service of the colony.

Given under my Hand and Seal at the
Government House, St. John's,
this Twenty-fifth day of May,
A. D., 1892.

By His Excellency's Command,

R. BOND,

Colonial Secretary.

[882.]

COLONIAL SECRETARY'S OFFICE,

St. John's, Newfoundland,

August 23rd, 1892.

GENTLEMEN,—

The Government are desirous that, acting under the instructions contained in the Commission addressed to you, you proceed immediately to enquire into the accounts, expenditure, and management of the Government System of Telegraphs for the period of five years, commencing on the 1st of January, 1886.

I have the honor to be,

Your obedient servant,

R. BOND,

Colonial Secretary.

MESSRS. ROWLAND AND GILLARD,

Commissioners under Public Enquiries Act.

 EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

ST. JOHN'S, August 31st, 1892.

HON. ROBERT BOND,
Colonial Secretary.

SIR,—

Referring to your communication, No. 882, I beg to say that I shall be unable to devote any time to the investigation of the accounts, expenditure, and management of the Government System of Telegraphs. My own business now requires my undivided attention.

I have, etc.,

JOHN T. GILLARD.

F. B. T. CARTER,
Administrator.

[L.S.]

*By His Excellency Sir FREDERICK, 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.*

To the Hons. ROBERT BOND, Colonial Secretary, and RICHARD H. O'DWYER, Receiver General,—

GREETING :

Whereas, with the advice of my Council, I deem it expedient that an enquiry should be made into the accounts, expenditure, and management of the Government System of Telegraphs for a period extending from the 1st day of January, 1886, to the 31st day of August, 1892 ;

I do by these presents nominate and appoint you, the said Robert Bond and Richard H. O'Dwyer, to be Commissioners under the Act of the Legislature, 51st Vic., cap. 18, entitled "An Act Respecting Inquiries Concerning Public Matters," to enquire into the herein recited matter, conferring upon you, the said Robert Bond, and Richard H.

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

O'Dwyer, the power of summoning before you any party or witness, and of requiring him to give evidence on oath (or on solemn affirmation), orally or in writing, and to procure such documents and things as you may deem requisite to the full investigation of the matter into which you are appointed to examine ; and you are required to report to me in writing the result of such enquiry, with such observations thereon as you may deem proper to offer in the interest of the public service of the colony.

Given under my Hand and Seal at the
Government House, St. John's,
this Seventh day of September,
A. D. 1892.

By His Excellency's Command,

R. BOND,

Colonial Secretary.

(Extract of Letter from Colonial Secretary to Mr. Rowland.)

916.

SECRETARY'S OFFICE, Sept. 8th, 1892.

SIR,—

. . . I am to inform you that His Excellency, the Administrator in Council, has appointed the Honourables Receiver General and Colonial Secretary to be Commissioners, with whom you will cooperate in investigating the affairs of the Government System of Telegraphs.

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

SEPTEMBER 8TH.

PRESENT :

HON. R. BOND ; HON. R. H. O'DWYER ;
GEORGE ROWLAND, Esq.*Examination of DAVID STOTT (sworn) :*

I am Superintendent of Government Telegraphs. I was appointed to that position on the 19th May last. I received a letter of appointment. I have never received any intimation from Mr. Mackay as to the directions for the future conduct of Government telegraphs. I have received no copy of such instructions from the Government nor from Mr. Mackay. Mr. Mackay has never submitted all requisitions and statements to me for my approval and signature. He has submitted one requisition to me, and one only (copy of requisition handed in, and marked A). I do not remember when. I returned it to Mr. Mackay. I wrote a letter dated the 11th August, 1892, addressed to the Colonial Secretary, enclosing a copy of a letter sent by me to Mr. Mackay. In that letter I declined to certify that certain accounts were correct, and gave my reasons for declining (copy of letter read, handed in, and marked B). These were my reasons for declining to certify these accounts, and for another which I stated in a letter to the Government, of date 15th August (letter read, handed in, and marked C). For these reasons, and the absence of vouchers, I declined to sign the accounts. I received statements and vouchers from the Government, together with a request that I should examine them and, if correct, certify them. I did not certify those accounts. My reasons for refusing to certify them are contained in a letter addressed to Mr. Berteau, dated 26th August (copy of letter read, handed in, and marked D). The vouchers and statements now submitted were sent to me by the Government (vouchers and statements handed in and marked 1 to 8, inclusive). The discrepancy existing between exhibit No. 2 and No. 8 I account for as follows : the first account rendered (No. 2) contained an item of \$80 for 2,000 brackets. On receipt of exhibit No. 2, I wrote to Mr. Mackay this letter (letter read, handed in, and marked E). I did not receive any reply from Mr. Maekay to this letter marked E, but subsequently received from the Government the exhibit marked 8. There is a difference in the amount of the total of these accounts of \$20, and this is caused by an alteration in the charge for brackets. Another correc-

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

tion was made, amounting to the sum of \$5.25. I think it was a reduction in the charge made on account of Shoal Harbor repairs. There were no other corrections that I am aware of. I do not know whether the list of balances due the employes on Government telegraph lines on 31st July, 1892, as shewn by this list is correct (list referred to marked F). I had no means of finding out if it was so. I did not ask anybody to furnish the means, as I had no instructions as to my duties. I was never allowed access to Government telegraph accounts. The book-keeper's office was always locked against me. I was never recognized officially in the office. I have practical knowledge as to how telegraph lines are built, and can furnish credentials (credentials read and handed in, marked G). I received an appointment from Mr. Mackay on Oct. 8th, 1888, as Superintendent of Newfoundland Government telegraph lines, as per letter of that date (letter read, handed in, and marked H). I received no official communication from the Government relative to this appointment—*i.e.*, that contained in Mr. Mackay's letter of Oct. 8, 1888. I believe I have given complete satisfaction, as Mr. Mackay has never complained. I have taken charge of construction and repairs of Government lines since 1st June, 1889, as Superintendent under Mr. Mackay, as will appear, I think, by the Government accounts. Thirty-five poles are usually erected to a mile of wire. This does not apply to all descriptions of country. It applies to level ground, but not always to beaches. The average is from 35 to 40, or thereabouts. In the Government service brackets of white birch have been usually used. The Anglo-American Company have been using the same. The oak bracket is the best. The reason why these birch brackets were used will appear in my letter to the Colonial Secretary, of date January 30th, 1892. Mr. Mackay had a private account with Mr. Duchemin, who owed him money. These birch brackets were made by Mr. Duchemin, and were taken from him as part payment of his account with Mr. Mackay. This was the only reason I can find for the use of birch brackets instead of oak ones. I have often remonstrated with both Mr. Mackay and Mr. Duchemin against the use of birch brackets. Oak brackets are more durable than birch brackets. The former will last out three sets of poles—*i.e.*, thirty years—whereas birch will only last out one set of poles, as arule, *i.e.*, ten years; some few may be saved for rebuilding after ten years, but the large quantity will be gone in the second or third year, as, owing to the inferiority of the wood, they split.

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

Oak brackets are painted, but birch brackets used by us are not painted. Paint would tend to preserve the bracket. I do not know why they were not painted. Oak brackets can be purchased in New York for \$17.50 per thousand, and can be landed here, I think, under \$20 per thousand. I mean to say that brackets costing this sum are of the same quality as those charged for in exhibit No. 2 at the rate of \$40 per thousand, which account I refused to sign for this reason. I can produce samples, and evidence can be obtained from the Electric Light Company, who import the very same bracket from Starr, of Halifax, but coming on bill of lading from New York, of E. S. Greely & Co., electric supplies. I have a catalogue of Messrs. Greely's (catalogue handed in, marked I), in which, on page 275, catalogue number 25,133 oak brackets, painted, are quoted at \$20.03 per thousand. Discounts are allowed. I have seen the invoices of the Electric Light Company, on which a discount of \$2.50 per thousand is allowed. The birch brackets supplied by Mr. Duchemin have been charged to the Government at the rate of \$40 per thousand for the past five or six years. Prior to the obtaining of these brackets from Mr. Duchemin, oak brackets were used. I have stated my opinion as to the value of battery zincs in my letter to the Government, of August 11th (exhibit B). Battery zincs weigh $2\frac{3}{4}$ lbs. Zinc spelter, of which they are made, can be imported from England for about seven cents per lb., free of duty. I can get them cast under five cents each; this will bring them under twenty-five cents each. Mr. Mackay charges forty-five cents each. This would mean a saving of \$200 on the thousand that Mr. Mackay charges for in exhibit No. 1. Mr. Mackay has the battery zincs made here by one of the employes. In my letter to the Government, of August 15th (exhibit C), I have stated that battery coppers can be supplied, in quantity, at seven cents each, allowing the suppliers a handsome profit. Mr. Mackay charges the Government (see exhibit No. 1) twenty-two cents. The battery coppers are also made here. The copper and zinc comes out from London, but I do not know from whom purchased, or at whose cost. I should consider it my duty as Superintendent to make the purchase of these zincs and coppers. Since I was appointed by the Government I have not made any requisition for any battery zincs or coppers. Mr. Mackay has supplied me with battery zincs and coppers since I was appointed Superintendent by the Government, but not upon my requisition. They were necessary. Other

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

purchases have been made with requisition from me, namely : supplies of insulators, brackets, scoops, climbers, pliers, vises, and line grips. The supplies have not been handed over or charged to the Government, with the exception of 2,000 brackets. Those brackets (2,000) charged for in statement 2 had not arrived at the time that the charge was made; but were to be handed over to the Government on the arrival of the *Portia*. The same free access to the office has not been afforded me by Mr. Mackay since the first of January, 1892, as before that date. Mr. Scanlan ordered new locks to be placed on the door of the operating rooms, and also on the outer door. I have been allowed in the store-room and Gen. Superintendent's private office as heretofore. I have not been allowed entrance into the book-keeper's office (where the Government accounts or receipts and disbursements are kept). I have not been allowed in the operating room, to which room it is desirable I should have access, having to see the service book. Heretofore the service book was on the desk of the receiving clerk, and I attended to it myself ; but since February, when, on the night of the Trinity Bay disaster, I received a note from the Colonial Secretary, requesting me to obtain full particulars of the disaster (note read, handed in, and marked J) as reported in a message received by him from Captain Noble as having come from the Rev. Mr. Atkinson, of Heart's Content. On receipt of this note I went to the office and cabled Heart's Content, asking if there was any more news for the Colonial Secretary, as he had asked me to look for it. The office was not open, but I had the key, which I had had for twenty years, being always permitted to open the office and use the instruments to accommodate the public (Mr. Gaden can verify this), and was generally the one called upon out of the regular office hours. Heart's Content office had no further information to give me, but volunteered to wait until my return to see if the Colonial Secretary had any further message to send in reply. I went back to the Colonial Secretary's house to tell him there was no news, and he gave me two official paid Government messages to forward, which I sent and initialled. On Tuesday, March 1st, I saw a new lock being placed on the door of the receiving office. I went to the door, tried my key, and finding that I could not get in, I went to Mr. Scanlan, who informed me I was not to have a key. I asked him by whose orders. He replied the General Superintendent's, who is Mr. Mackay. I asked him if he would give me that in writing. He

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

replied "No," that "he would put nothing in writing." I subsequently saw Mr. Mackay as he was going down the street, and asked him if this was directed against me. He replied, "Yes, against you, David Stott." I asked him the reason why. He said, "How would Bond look if I were found in his office examining his papers?" I said "I didn't know; but Bond was not in your office; he was at home, sick, and in any case he would not go there." He came up a day or two afterwards, and told me I could go into the office, and that he would give Mr. Scanlan a note to admit me. I do not know why Mr. Mackay made any reference to Mr. Bond. Mr. Mackay stated that Mr. Bond had inserted in the *Evening Telegram* a notice that the information relative to the Trinity Bay disaster had been furnished by the Superintendent of Government Telegraphs. At any rate, I was excluded from the office because I sent those telegrams relative to the Trinity Bay disaster from the Colonial Secretary. I suppose he was offended because I was sent to instead of himself, and got the credit for it in the papers. Between that date and the date of the St. John's fire of July 9th, I was excluded from the office, Mr. Mackay having failed to give the promised authority to Mr. Scanlan to give me a note of admission. As soon as the rush of business was over after the fire, and when we went from Fort William to the shed now erected on Mr. Mackay's property, I was again excluded from the telegraph department in the same unceremonious manner, by putting on new locks without giving me notice or a key of admission. No reason was given on this occasion. Since the removal to the shed above mentioned, I have had to write messages in the service-book, and then copy the same message on the ordinary slip, and I have no authenticated record that the message thus copied is sent, as I had when the operator himself entered the message as sent directly into the service-book, or put his initials to it. The charge of \$100 under date of April 30th, made in exhibit No. 7, for rent, cannot be right, because Mr. Mackay had a contract up to the 31st December, and only three months' rent was due and payable at that date. I have never been allowed, *as a right*, to see the Government accounts at any time, but sometimes I have checked them over with Mr. Smith at his request, and once signed the monthly statement; on that one occasion at the request of Mr. Mackay. I have had reason to doubt the accuracy of accounts furnished the Government by Mr. Mackay prior to this year. I have been told by Mr. Smith, book-keeper, that in Betts Cove disbursements

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

for a number of years the sum of twenty-eight dollars per month has been charged for repairer. This repairer never existed, but Mr. Cunningham, the operator, was paid eighteen dollars per month for doing the repairs (copy of an account handed in marked J), and because I knew that Mr. Saunders was receiving \$60 a month for doing little or nothing. He was sometimes sent to relieve an officer who was on holiday, and occasionally to fix cables. He was called a relief clerk. Sometimes he was at work for the Anglo-American Company. Mr. Saunders' home is in Hoylestown, and he resides for about nine months of the year in St. John's, and does no work for the Government that I am aware of when he is in town. I have noticed that a charge is made in this year's accounts for Mr. Saunders' salary. He has done nothing for the Government this year to my knowledge. He has worked on regular duty since sometime in March in the Anglo-American Company's offices in St. John's. I don't know whether there is a charge in the Anglo-American accounts for Saunders' salary in addition to the one charged to the Government account. The charge made for Mr. Saunders' salary in this year's Government accounts is not correct, Mr. Saunders being employed doing work for the Anglo-American Company, and has done none for the Government since the beginning of the year, as far as I can see. Another reason why I doubt the accuracy of the accounts is because one Wm. Tobin, who resides in Harbor Grace for six or eight months out of the year, where there is no Government line, receives \$40 per month all through the year. During the four or six months, he does work as repairer on Government lines. This is the only case I know where a man is paid \$40 per month who is not actively engaged throughout the year. I know of no reason why Tobin should be paid the salary, except that he has been owed a balance by Mr. Mackay for years, and that it wasn't convenient to pay, and that he has been consequently retained at the Government expense. I know this because Mr. Tobin came to me last year and told me that he had come from Harbor Grace to get money to pay his bills. He said that he was owed then five or six hundred dollars, and couldn't get any money; but the next day he got some money, part of what he wanted, and returned to Harbor Grace. He told me, and I think he got \$100. Tobin has been owed a balance since he came on the Government lines—I suppose twelve or fourteen years—I can't say exactly. Mr. Mackay always got paid by the Government for the salaries as they be-

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came due, but retained these amounts in his possession, and did not pay them over to the employes, thus leaving a balance in their favor on his books. This occurred in many other cases beside Tobin's; it occurred in my own case. Within the last six months or so he paid me a cheque for \$600, which has been trailing along for years. I had trouble in getting this money. I asked for it many, many times. I know that accounts for supplies have not been paid when due. I know there was a large amount at all times due. I can't say how much. I think these amounts have been paid about six months ago. There was some trouble in getting the money. The Government paid Mr. Mackay for them. These were for supplies had prior to date of Mr. Mackay getting a contract, owing for from eighteen months to two years prior to that date. Mr. Mackay drew the money from the Government to pay these bills, but did not pay them. I remember receiving a letter from the Government, asking me to attend at the Colonial Secretary's office (letter read, handed in, and marked K). I complied with this request. I made a statement at that interview as to the manner in which the Government system of telegraphs had been conducted in past years. I subsequently, at the request of the Government, committed to writing the substance of the information given at that interview (copy of a letter handed in marked L, dated January 29th, 1892, and also a copy of a statement from Mr. Stott, dated January 30th, 1892, and marked M). I know that the complaints made by the Government telegraph operators that their monthly allowance for cleaning office had been taken from them during the year 1891, which was the year of the Mackay contract, were well founded. I myself received complaints to that effect direct from operators. The allowances were discontinued under the following telegraphic order, addressed "all offices Government lines": "In future discontinue all charges for cleaning office, and all charges of every kind, except what you might absolutely pay for repairing line. No charge of any kind will be passed except in cases where rent is allowed." These allowances were always made to operators up to the time Mr. Mackay took the contract, and dated back for years. The sum of one dollar per month was allowed each office for cleaning. About eighteen to twenty offices had been in receipt of this monthly allowance. The yearly allowance of three tons of coal, which used to be allowed to each office, was also discontinued by Mr. Mackay's order. I knew this from the operators themselves, and also

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from the service-book. Four repairers were discharged while Mr. Mackay held the contract, and their places were left vacant. Their names were Curran (Gambo), Vincent (Bonne Bay), discharged May 31st, 1891; Skeard (Grand River), off six months in 1891; LeMoine (Bay St. George), off one month in 1891. I considered that the line suffered by the dismissal of those repairers, or by their not being replaced. They were not dismissed upon my recommendation, but I dismissed some of them by Mr. Mackay's orders. Some of them deserved to be dismissed. What I take exception to is not their dismissal, but their places not being filled. It was not my duty to fill their places. The allowance of eight dollars per month for Tilt Cove repairer was also discontinued. I consider that line suffered by the discontinuance of this allowance. I consider that Mr. Mackay gained \$133 by the discontinuance of the monthly allowance of one dollar for office cleaning; that is to say, nineteen offices at one dollar per month for seven months. I don't know to how many offices coals was allowed. Coal is allowed to nearly all the offices usually. There are over thirty offices. In many cases where the supply of coal was not cut off altogether, it was reduced. I received complaints from some of the operators relative to the stoppage of their coal supply. They used to speak to me about it, but were afraid to make any formal complaint. I don't know whether the monthly allowance for cleaning office or the usual supply of coal have been given this year, not having received my instructions. I do not know whether it is my business to enquire into this matter. I consider Mr. Mackay saved \$588 by leaving the repairers' places vacant, minus \$50 which he may have paid for casual repairs. The places were vacant twenty-one months, at \$28 per month. It has always been customary under the Government, to allow soap, brooms, stove-brushes, room-paper, floor-canvass, and numerous small necessaries for office, but during the contract year Mr. Mackay ordered the store-keepers to discontinue this, thereby profiting largely. Mr. Savin, the store-keeper, can prove this. As far as I know, the vacancies caused by the dismissal of the repairers have not been filled. A large amount of private business has been done over the Government lines; the whole of the business of the Trinity Bay Brick Company, of which Mr. Mackay was the principal owner, was done free. I was informed by Mr. Smith, the book-keeper, that Mr. Mackay has charged the Government as much as fifty per cent. on the invoice price of telegraph instruments

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obtained in New York, which were admitted duty free. It was part of Mr. Mackay's contract to build the Harbor Briton line. It was not built as it should have been. It cost under \$40 per mile. The usual amount the Government is charged for building similar light lines is from \$120 to \$150 per mile; 35 poles are usually allowed to the mile. From 19 to 26 poles to the mile were used on the Hr. Briton line. I wish to read the following from J. C. Leslie, Conn River, dated Sept. 25, '91, and addressed to D. Stott, Burgeo: "My man was over the line the other day and found "break in Harbor Breton Bay. He reports that over one hundred "of the new fifty-cent poles are lying on ground between Hermitage "and Harbor Breton Bays, never having been used; consequence of "this will be that the line will have to be re-built under three years. "You know the value of these old fir poles after ten years. No wonder "Miller got through the job so quick"; (copy of message put in, marked O.) The poles mentioned in the above telegram as costing fifty cents each were ordered by Mr. Mackay by the Government and put in their places, and Mr. Mackay would not go to the expense of erecting them. Eight cable-houses were erected last year. Ten were provided for in Mr. Mackay's contract with the Government. I stated in my letter of January 30th, 1892, that there were only seven of such houses erected. The difference occurs this way: when I arrived at Beaver Cove I found that the cable landed almost at the office door, and a cable-house was not necessary, as in times of lightning the operator could at any time examine the lightning-arrester, and keep it in order. He asked me for the house for the use of the Company, and I gave it to him at Mr. Mackay's expense, and that took the place of a cable-house. No cable-houses have been erected this year that I am aware of; that there are still two cable-houses remaining to be erected under Mr. Mackay's contract. I don't know whether there was any reduction in salaries paid to operators under the Mackay contract. It is true, as stated in my letter of 30th January, 1892, that Mr. Mackay has imported lamps and sold them to the Government for the use of the Government telegraphs, rendering the account under a false name. The accounts were rendered in the name of Mr. McCoubrey, tinsmith, opposite Ayre & Sons. This was done in, I think, 1889 and 1890; that would be for '89 and '90 accounts. I forget the number of accounts. In my letter I said the lamps were imported by Mr. Gower Mackay, who, I have heard, bought them when he was away. They were brought up to the office

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in cases from Mr. Mackay's house. I can swear to two cases, but I don't know how many more there were. There were lamp chimneys and wicks. Mr. Savin and Mr. Smith can give more information about those lamps and bills. I do not know what the Government were charged for the lamps. A bill was put in for seventy-four lamps (stand and bracket) at \$1.50—equal to \$111; sixteen dozen chimneys at \$2—equal to \$32; total, \$143. This bill was not put in in Mr. McCoubrey's name, but was rejected by Mr. Smith and myself. It was presented by Mr. Savin in the name of James Gleeson, and dated 1890 (sworn copy handed in, and marked P). The bill was made out in Mr. Scott's handwriting, who is a clerk at Gleeson's. I can't remember of any other invoices being rendered in a false name. I am positive the seventy-four lamps Mr. Mackay billed for in Gleeson's name were not all had, but some of them were. After the bill of Gleeson's was withdrawn upon protest of Mr. Smith and myself, another bill was presented in Mr. McCoubrey's name for all the lamps that were really forwarded to Government offices. I and Mr. Savin foraged out the number of lamps. I spoke to Mr. McCoubrey about the false bills, and Mr. McCoubrey stated that he made out the bills in the Government name only. He (Mr. McCoubrey) said that one shilling more was charged on one kind of lamp, and a little more on the chimneys than he was accustomed to charge. As a rule, the same class of wire has not hitherto been used in the building of Government lines as in the Anglo-American lines. The wire used for the Government lines has been a smaller wire. A ton of small wire would go further than a ton of large. I can't say whether the same price has been charged for the small as for the large. I think the large wire is the best. Mr. Savin can answer as to the size of wire used. I have remonstrated with Mr. Mackay in regard to the irregularities which I have sworn to. I did it both in writing and verbally. My remonstrances date as far back as early in 1891. So far as I was enabled, I have carefully examined the accounts submitted to me as above mentioned, and which I refused to certify. The three charges of fifty dollars each for Messrs. Gaden, Barron, and Johnson, in maintenance account for 1892, marked No. 7, is not usual. In former years, perhaps up to three years ago, I myself used to put in a voucher for \$200 per annum for this service, which is the check service. I did not receive this amount, which was asked for in my name. It was distributed between C. Mackay, G. M. Gaden, and

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myself. We got the whole amount between us, except one year, when Mr. Mackay made out a paper allotting the amount, and appropriating forty dollars thereof for future appropriation, which sum Mr. Mackay retained. I had to give a receipt for the \$200, and take what I could get. I did the whole of the work; but some of it, of course, came through the operators' hands. I complained of this injustice often to Mr. Mackay, and thousands of times to Mr. Smith, the book-keeper. I got no satisfaction from either one or the other. For ten years I performed that service, and the grievance was for the whole of that period. I know that Mr. Gaden received some amount every year. I know that the year before the contract he received \$100, but his name will appear for less than \$100 on Government account. Mr. Charles Mackay didn't render any service for the amount he received. Part of my salary, as charged to Government account, was paid to Mr. Charles Mackay for services which he never rendered. After I became Government Superintendent in July, 1890, Mr. Gaden, so he informs me, received \$100 per annum for check services, and Messrs. Barron and Johnson some other amount, and this continued up to the year of the Mackay contract. During that contract Messrs. Gaden, Johnson, and Barron have all, separately and repeatedly, told me that they received nothing as checkers for the contract year, although they performed the same services. After the expiration of the Mackay contract, their services were renewed and paid for as per maintenance account for 1892, marked No. 7, at an increase of one hundred dollars per annum over any former year. The book-keeper, Mr. Smith, previous to 1889, received two hundred dollars per annum for his services in keeping the Government accounts. In 1889 his salary was increased to \$400 per annum. It remained at that figure in 1890. In this year's maintenance account his salary is charged at the rate of \$600 per annum, an increase of \$400 since 1889. I am not aware that Mr. Smith's work has increased to any very great extent since 1889, possibly to the extent of four new offices. His work is not much in any case, and takes probably half an hour's work per day. There is a store-keeper, Mr. Savin, who gets \$200. He is also a store-keeper for Mr. Mackay and for the Anglo-American Company, and is a very good man. He hasn't received any increase of salary. I do not know what work Mr. Mackay does, unless he finances the business, for which he receives \$1,250 per annum, an increase of, I think, two hundred and fifty dol-

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lars per annum. Mr. Mackay's duties, to my knowledge, have not increased since last year. I have received no increase of salary this year. The only advantage I got this year was that I was paid the balance owed me for years by the Government telegraphs. The monthly statement, headed Channel Station, for Jan., 1892, to which A. J. Saunders, operator, and Wm. Tobin, repairer, are charged \$60 and \$40 respectively, is incorrectly charged. There are no Government employes at Channel, and the men referred to have not been there this year. I think you will find these two men charged in the past to Garia. They never worked there in a Government office. Garia office is closed since 1888. The same thing which applies to January month, with regard to charges to Channel, obtains as regards other months this year, in which Saunders' and Tobin's salaries are charged to that station. Prior to 30th December, 1891, when called upon by the Government to attend at the Colonial Secretary's office, I made communication to the Government, or a member of the Government, about February, 1891. I made the communication to the Colonial Secretary. I told him about the Saunders matter and several others. Mr. Smith was with me on that occasion. Mr. Smith made communications, and very serious ones. He said that a very large amount of money belonging to the Government and to the Anglo-American Telegraph Company had been appropriated by Mr. Mackay, amounting to about \$20,000. Mr. Smith was very much excited at the time, and was afraid to keep this upon his mind, and said that it might be better for him to leave the country or to complain to some one about the matter. He (Mr. Smith) told the Colonial Secretary also that in the year 1888 Mr. Mackay had his son, Gower, constructing the telegraph line from Cape Ray to Bay St. George; that Gower Mackay, on his return, could make vouchers for the cost of construction to the amount of about \$4,000, but Mr. Mackay, who was then in New York, was not satisfied with this amount for the work, and wrote down to Mr. Smith, telling him to present a bill for \$9,000. I can't say which, but it was either to Thorburn or to the Government that he (Mr. Smith) presented the false bill and ~~got~~ it paid. There were a lot of things said, but I can't remember all now. That was the first time that I had heard of the \$9,000 job, but Smith had told me previously about the \$20,000. I know that Mr. Smith addressed and I delivered a letter to Mr. Mackay. I know the contents of that letter. I can give a copy of it, which I copied along-

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side of Mr. Smith when he was making a copy of the original. I was consulted by Mr. Smith in reference to this letter whilst he was writing it. It was not a joint composition, Mr. Smith asking my opinion with regard to different parts of it as he went along (copy of letter put in and marked Q.) I also wrote a letter to Mr. Mackay at the same time, but I unfortunately kept no copy of it. I think I delivered it at the same time as Mr. Smith's. I think I delivered another letter to Mr. Mackay from Mr. Smith about the same time. Prior to that interview of Mr. Smith and I with the Colonial Secretary, I have remonstrated with Mr. Mackay as to the way in which my \$200, for which I had given a receipt, was partially taken from me. I know that Mr. Smith threatened to leave the employ of Mr. Mackay unless the affairs of the Government were put straight, and I refer you to the letter just put in marked Q, and I know from Mr. Smith that he left to make Mr. Perry, of Heart's Content, acquainted with the circumstances of the amount of money being in Mr. Mackay's possession belonging to the Government and the Anglo-American Company. Mr. Perry is Superintendent of the Anglo-American Telegraph Company at Heart's Content. Mr. Smith said that Mr. Mackay stopped him at the Junction and brought him back. Mr. Smith told me that he has made Messrs. Monroe, McNeil, and Pitts acquainted, in a general way, of the state of affairs as regards the amount owed the Government and the Anglo-American Company. I don't know whether the money referred to by Mr. Smith has ever been refunded or not. The statement (R) containing the names of the stations and officials, with their monthly salaries set down, purporting to be a list of outport offices, officials, and their monthly salaries in the Government telegraph service is correct with the exception of the salary paid to Mr. Smith, which I think should be \$33.33 per month. There has not been the usual inspection and repairs of telegraphs this year. There has not been, because I was told by the Government that I would receive a copy of the Government directions from Mr. Mackay. These I have not received. The usual inspection and repairs was needed. I represented the need of the repairs to Mr. Mackay in my letter to him of August 6th, copy of which was enclosed to the Colonial Secretary on August 8th (letter put in and marked S). I received no

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reply to that communication, and nothing has been done.

DAVID STOTT.

Sworn to before us this 8th day of Sept., 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

SEPTEMBER, 9TH, 1892.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

Evidence of R. SMITH (sworn) :

I occupy the position of book-keeper of Government telegraphs. I do not know when I was appointed. I have no special appointment. I have acted as accountant under authority of the General Superintendent. No authority was conveyed to me particularly. It was part of my work for which I got a salary. It was part of my predecessor's work (Mr. P. LeMessurier), and when he went out I went in. I am now referring to the service of Mr. Mackay. I do not consider it part of my duty, as a servant of Mr. Mackay, to keep Government accounts. I considered it part of my duty, and I considered that I owed such duty to the Government. I don't remember Mr. Mackay telling me that would be part of my duty. I can't remember whether Mr. Mackay told me that I would be paid for doing this work. When I went to the office in 1881 there was a book-keeper there, to whom I was the assistant, who did this Government telegraph work. I helped him with that ~~work~~ as well as the other. I did not get any pay for it. It was at my option whether I helped him or not. He died, and I simply took up his work without any special instructions. I don't remember what Mr. LeMessurier was paid. I received \$200 the first year I did the

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work. I receive \$600 now. The annual pay was increased to \$600 on the 1st January, 1891. I received \$400 in 1890. [Mr. Smith then handed in the journal [marked T], the ledger [marked U], the day-book [marked V], the cash statement [marked W], and the cheque book [marked X], kept by the accountant in the Department of Government Telegraphs.] These are the books referring to the Government business of this year (1892). There is, in addition to these, a statement book, containing receipts for the present and last year's Government telegraphs, also a book containing an account of cash collected at Anglo-American stations on Government account. There are no other books. I don't think I have a bank-book. During this year the Government and Anglo-American accounts have been kept separate. Prior to the 17th of June, 1892, payments were made on Government account by Mr. Mackay's own private cheque, or in cash. There were two warrants issued this year for payments of \$500 each, I think, and one for \$6,000. I don't remember who drew these amounts, but they passed through the books of the Anglo-American Company or of Mr. Mackay. I think we had not got the Government books under weigh then, and this is the reason why they were not passed through the Government books. The accounts were not kept at all from the 1st day of January until I opened the books in April. I mean to say that the cheques for the two amounts of \$500 each were credited to his (Mr. Mackay's) account in his books. Any payments to employes were charged to Mr. Mackay's account, and would appear in his private books. I have not brought those books with me. I refuse to produce the books in which the original entries were made from the 1st of January until I opened the Government books in April, without the authority of their owner. The Government have all the books belonging to them. I have no hesitation in swearing that the books produced contain a true copy of the original entries made in Mr. Mackay's books for the period above mentioned, which have reference to Government accounts. I have no invoices in my possession or in my office for goods charged to the Government in this year's accounts. I have not in my possession any original invoices of goods imported for the Government in this year's accounts. I have not in my possession any original invoices of goods imported for the Government for years prior to this, but I have copies of them. Stationery was imported last year by Mr. Mackay on account of Government telegraphs. I have not the original

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invoice of this, but have a copy. I recognize the balance sheet now handed to me (marked Y). It is the balance sheet to August 31st, 1892. The balances in this sheet include amounts brought forward from last year. Balance due employes on the 31st December, 1891, and carried forward to January 1st, 1892, amount to \$2,691.85, and will be found on folio 1, Government Telegraphs Journal, marked T. Balance due by employes on the 31st December, 1891, and carried forward to January 1st, 1892, amount to \$663.85, and will be found on folios 1 and 2 of the same book. These are all the balances. Mr. Mackay had last year a contract from the Government for the maintenance, operation, and management of Government telegraphs: There are balances due by stations where receipts exceed expenditures. These must necessarily exist until remitted. Mackay further made disbursements for other than those due upon contract year, the account of which has been rendered, and which he tendered as a further asset against balances due to employes.

On the following question being put to Mr. Smith by one of the Commissioners, viz. :

“ Were those balances which were brought forward from 1891
“ actually due by the Government to those employes opposite whose
“ names they appear ? ”

Mr. Smith answered: “ They were not *directly* due by the Govern-
“ ment.”

The following question being then put by one of the Commis-
sioners :

“ Will you state that they were actually due ? ”

Mr. Smith replied: “ They were not actually due to the *em-
ployes.* ”

I do not know the total amount due by the Government to employes on the 30th December, 1890. The books were burnt. *I can't say if there was anything actually due by the Government to employes on the 31st December, 1890.* Government accounts for 1890 were closed to the 31st December, 1890, during the currency of the year 1891. I do not know exactly when the books for 1890 were closed, but they were closed before the contract was entered into—some time in March. I can't remember if there were any payments made

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by warrant to Mr. Mackay between the 1st of January and the closing of the books for 1890, in March, 1891. I think there was a payment made by warrant before the signing of the contract in May, 1891. I can't say whether the amount drawn under warrant prior to the signing of the contract was utilized to pay balance due to employes by the Government on 31st December, 1890. I can't say whether the amount received by Mr. Mackay under warrant between January and the signing of the contract was required to meet liabilities due by the Government from 1st January to the signing of the contract alone. I believe statement R to be a correct list of the stations ; that all the parties whose names appear opposite the stations are employes of the Government, and that salaries in accordance with what is put down in said statement R is received by employes for services rendered at those stations, and in the capacities mentioned in said statement R. The same office allowances are made this year that were made in 1890, with the exception of the allowance of \$1 per month for cleaning offices, which was discontinued in April, 1891, I think. April was the last month the allowance was made. I think the contract was entered into in May. The allowance was paid in the early part of the year, when the lines were under the control of the Government. No allowance of coals has been made yet. I saw the contract with Mr. Mackay. I do not care to answer the question "whether Mr. Mackay granted the usual allowance of coals to the offices during contract year." I was Mr. Mackay's servant in that year. The statements furnished to the Government will shew the allowance of coals granted and charged to each station.

R. C. SMITH.

Sworn to before us this 9th day of September, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND.

Commissioners.

*Reserving sentence marked thus *, page 454, with this explanation: that balances were due to employes, but I cannot say their amount.

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SEPTEMBER 13TH, 1892.

PRESENT :

HON. R. BOND ; HON. R. H. O'DWYER ;
GEORGE ROWLAND, Esq.MR. SCOTT'S *evidence (sworn)* :

My name is Denis J. Scott. I am an employe in the firm of James Gleeson as accountant and salesman. I remember making out a bill in the name of James Gleeson for lamps (stand and bracket) and chimneys. I do not remember if the bill was made out in the name of Government or the Anglo-American Telegraph Company. I don't remember the amount of the bill or number of lamps. The lamps were supplied by Mr. Gleeson, and taken from Mr. Gleeson's stock. I made out all the bills. I never made out a bill for lamps (stand and bracket) which were not supplied by the shop. I was never asked to do so. We supplied a number of lamps for different stations during the year. I remember making out a bill for a number of lamps to be sent from the office. The bill was for lamps to be sent to the office. All that I made out the bill for came from Mr. Gleeson's store. I positively swear that I never made out a bill for lamps that did not come from Mr. Gleeson's store. Bracket lamps would be from a dollar to a dollar and a half ; some as low as eighty cents. We supplied goods to a large amount to the Government telegraph lines. We used to get good orders. Accounts were paid quarterly in cash. Savin principally purchased, and Messrs. Stott, Smith, and Scanlan occasionally. There was only one account kept ; that was in the name of the Anglo-American Company ; but I understood there was a Government account. They arranged that at the office. Five per cent. discount on the face of the bill was allowed, and the same rate of discount on all goods. It was deducted from the face of the bill, and appeared there. Neither I nor Mr. Gleeson purchased any lamps from Mr. Mackay or any of his servants. I didn't present a bill about January, 1891, which was disputed. We have never had any bills disputed, and I was never asked to make out a bill for goods not sold and delivered by us. Such could not have been done without my knowledge. All purchases were not sent to the Anglo-American offices. Some would be shipped, and some sent to the store, and small things sometimes to the office. No goods were sent to Mr. Mackay's house. With reference to any statement relative

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to cash payments, I remember two or three occasions when notes were given. Discount was allowed on notes. I don't remember as many as five or six dozen lamps being ordered at one time. The notes above mentioned were for three months, I think.

DENIS J. SCOTT.

Sworn before us, this 13th Sept., 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

SEPTEMBER 15TH, 1892.

PRESENT :

HON. R. BOND ; HON. R. H. O'DWYER ;
GEORGE ROWLAND, Esq.

Evidence of Mr. GADEN (sworn) :

My name is Garland M. Gaden. I am clerk in charge in the office of the Anglo-American Telegraph Company. I do not hold any commission under the Government. I do not occupy any position under the Government. Up to the 8th day of July last I performed work in connection with the Government. We have a system of daily check reports in the Government offices, which are all received in the St. John's. Many, I may say the most of these reports I receive, but the whole of them are checked by me. Any cases of a discrepancy existing between the Government offices and Anglo-American offices it has been my duty to rectify. I have performed those services since the Government offices were opened. I was never appointed to the position of Government check-clerk. I owe a great responsibility to the Government, because all calculations must be correct before being passed to the clerk upstairs. The Anglo checks devolved upon me, and therefore when the Government and Anglo-American system was merged, it became part of and materially increased my duty. I can't

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say that I was promised any consideration for my services as Government check-clerk by any person. I made application for a consideration for my services about two or three years after the commencement of the work. About '84 or '85 I received compensation for my services. I received \$25 for twelve months. This salary has been increased since. I didn't receive it regularly, annually, after that date. For the year 1890 I received \$100. That was, as far as my memory serves, the first increase of any account since '85. Two or three times between 1885 and 1890 I received \$30 per annum, as far as I can remember. In the latter part of January or February, 1891, I was paid \$100 on account of my services in 1890. I got this upon my verbal request made. I received nothing for my services for the year 1891. I received this year \$50 for the half year ending June, 1892. I have complained to Mr. Mackay for not receiving anything for 1891. Mr. Mackay gave me to understand that there was no allowance that year by the Government; that it couldn't be managed. I was not aware that Mr. Mackay had a contract for 1891. I don't know now that Mr. Mackay had a contract in 1891. I also complained to Mr. Stott, the Superintendent of Government Telegraphs, that I had performed services for the Government during the year 1891, for which I had not been paid. I can't very well answer as to whether I heard any complaints from any official with regard to non-payment for work. I consider it part of the secrets of my office. It is a question I don't like to answer, as to whether, outside my knowledge as receiving clerk, I heard any complaints as regards curtailments of supplies or allowances as regards those employed in the Govt. system of telegraphs. There is a Mr. Johnson in the Anglo-American Telegraph office. He also performs Government work. His business is to enter all messages, Anglo and Government, and make out a daily sheet. There is a Mr. D. J. Barron also in the Anglo-American offices. The only work for the Government he performs is to receive the daily check reports. I would say that Mr. Barron does not perform an equal amount of Government service to myself. I don't know what these gentlemen receive for their services. If Barron receives a like amount to myself, I should consider it an injustice. I don't know whether they receive anything. As a matter of fact, I do not know now, either officially or otherwise, if Mr. Mackay had a contract or not. I am pretty sure that prior to 1890 Mr. Stott drew a certain sum of money as check-clerk. The Government have not a tele-

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graph office at Channel, so far as I am aware. I consider Channel an Anglo-American office. If a repairer and operator is charged to the Government at Channel office, I should consider it a false entry. I know Mr. A. J. Saunders. I understand that at present he is an employe of the Anglo-American Company. He is an operator. Until a month or two ago, I understood he was an employe of the Government, or at least paid by the Government. He used to do relief duty. If one of the employes of the Anglo or Government offices required leave of absence, he was sent to relieve him. He was joint servant of the Anglo and the Government. I don't think he has performed any services for the Government this year. I can't swear that he performed any service for the Government in 1890. In 1890 he opened Bay-de-Verde office and performed relief duty, occupying about a month. Conscientiously, I could not say that I consider it necessary that Mr. A. J. Saunders should be employed. Mr. A. J. Saunders is certainly not Government telegraph operator at Channel. I know William Tobin, repairer. He resides at Harbor Grace. I don't know whether Tobin is paid by the Government or the Anglo. I always understood him to be repairer for the Anglo, and permanently resident at Harbor Grace. He is an employe of the Anglo-American still. If Mr. William Tobin's salary is charged to the Government as Government repairer at Channel, the the entry is false. Mr. Smith never complained to me about the manner in which the Government telegraph business was managed by Mr. Mackay, but Mr. Stott has. Mr. Stott said that Mr. Mackay curtailed the allowances to the employees, coals and general office supplies, this year and last year. I heard him complain that some salaries were reduced. I think, but am not quite sure, that some of the Anglo and Government books, from 1885 to 1891, were saved. Up to within eighteen months ago, Mr. Stott had free access to the operating room. I cannot say whether it is necessary for Mr. Stott to obtain free entry to the operating room, but I think it desirable, in the interest of the Government lines, that he should. I should prefer it, for his exclusion means a lot of extra copying work. Mr. Stott's exclusion from the office has entailed extra work on myself and Mr. Barron. I was ordered to exclude Mr. Stott from the office by both Mr. Mackay and Mr. Scanlan. The reason was given that, being an employe of the Government, he had no business in Anglo-American offices, and that Anglo-American

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employees only should have access to these offices. This was a year or eighteen months ago ; about the same time that the new lock was placed upon the door of the operating room. In the month of February last a new lock was placed upon this door, and keys were distributed to employes of the Anglo-American Co. only. I have reason to believe this was especially to exclude Mr. Stott. Prior to that time Mr. Stott had a key, but it was understood he was to be excluded. I decline to answer as to whether there was any special reason given for Mr. Stott's exclusion. I heard complaints made because Mr. Stott sent a Government message over the lines to Heart's Content, in reference to the Trinity Bay disaster, on Sunday, 28th February, 1892. I decline to answer whether it was for that reason the new lock was put on the door.

G. M. GADEN.

Sworn to before us this 15th day of Sept., 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

SEPTEMBER, 13TH, 1892.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

MR. MCCOUBREY'S *evidence (sworn)* :

My name is Andrew George McCoubrey. I am a tinsmith and dealer in stoves. I was with Clouston four years ago, but we dissolved partnership. The firm was McCoubrey & Clouston. I supplied goods to the Anglo-American Telegraph Company. For the last three years I don't know whether anybody else got orders for supplies ; but Mr. Clouston got some this year. I remember selling lamps to the Anglo-American Company and to Government telegraphs. There were two

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distinct accounts. I never sold in one order as many as five or six dozen at one time from my own shop. I remember being asked to and have made out bills for lamps which I did not supply from my shop. The lamps never came into my hands. I think Mr. Savin asked me to make out the bills. I only made out bills once. There may have been ninety or twenty such bills. They were made out for different offices. I don't remember any of the offices. This was in 1890. Mr. Savin asked me to make out bills for these lamps, which they were going to supply themselves. When I come to think of it, I don't think I did right in making out bills in my name for goods which I did not supply. I was not offered any consideration for this, nor did I receive any. The bills were for one bracket and one stand lamp for each station, and they were made out at my current price. I was given a list of the number of lamps supplied to each station. I don't know where the lamps came from that I was asked to make out bills for. I saw them in a packing-room in Mr. Mackay's office. I couldn't say whether the number of lamps were there for which I made out the bills. There might have been, but I don't remember any conversation that I had with Mr. Stott relative to these lamps. He might have spoken to me in a way which I don't remember. To the best of my knowledge, I did not tell Mr. Stott that I charged one shilling more on bracket lamps and a little more on chimneys. I was never asked before to make out bills for goods which I did not supply. I never had any conversation with anybody about those lamps from the date I made out those bills until this night, when examined by the Commissioners. I was asked to make out the bills and receipt them. I didn't see through it at the time I made them out, but I do now. I was paid cash at the end of every year for the goods I supplied; this year either monthly or quarterly for the Anglo-American Company. I have not been paid this year for supplies to Government telegraphs, although bills have been furnished. I allowed no discount.

ANDREW G. McCOUBREY.

Sworn before us, this 13th Sept., 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

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SEPTEMBER 13TH, 1892.

PRESENT :

HON. R. BOND ; HON. R. H. O'DWYER ;
GEORGE ROWLAND, Esq.*Evidence of Mr. SAVIN (sworn) :*

My name is William Savin. I am store-keeper with the Anglo-American Telegraph Company. I am also store-keeper with the Newfoundland Government in connection with their telegraph system. Mr. Mackay asked me to act as such, and told me I would be paid for it. I receive \$200 as Government store-keeper. There were two departments in the Government store—one for light articles at the general office, one for heavy articles at the store in Maggoty Cove. The goods belonging to the Government were kept distinct from the goods belonging to the Anglo-American Company in these two stores. I didn't take an inventory at the end of the year of goods remaining over in the Government store. The goods went into the store first and then went out immediately. There is always cable in stock belonging to the Government. I don't think there has been any taken out of the tank since it was put in two years ago. The Government kept a stock of stationery on hand for the use of Government offices for the last two or three years. I took an inventory of this at end of year, so as to know what order to make out for next year. I passed this in to the book-keeper, Mr. Smith. I don't know whether any brackets were ordered for the Government at any time. When I got an order from any of the offices, I packed them and gave an account to the book-keeper. I used to get them from the lower premises. One time a couple of thousand were sent to me, and I put them in the Government store. The brackets were not taken from the Anglo-American store at any time. Sometimes they would be taken from Mr. Mackay's private store ; sometimes from the Government store. For the last twenty-five years we have been getting brackets from the States, and lately from Mr. Duchemin. Those obtained from the States were neither oak nor pine. They were a hardwood of some nature, but I don't know what. I would know birch and pine from oak. I am positive they were not pine. I am not positive they were not birch. I am certain they were not oak. I couldn't say whether any oak brackets were imported or not. Those imported this year were of hardwood. I don't know whether they were birch or oak ;

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they were dipped in ochre. I couldn't say whether the brackets we got from Duchemin were oak or birch ; but they were hardwood, and not dipped. Can't say how many brackets were obtained from Duchemin, but he has been supplying them for some years. Sometimes we ordered them when he couldn't keep us supplied. I don't know what they cost ; no invoice went to the store with the goods. I haven't had much experience in line building. I never was building a line myself. I don't know anything about building a line. In my opinion, a birch bracket is as good as an oak one. I know this from the orders received from repairers. They have not stated that birch is as good as oak. I would know the difference between oak and juniper. Oak would be better than juniper, as far as I know ; but possibly the repairers might think differently. I would not know oak from birch. I would know oak from pine. I consider birch better than pine. I consider oak better than pine. Can't say how long a birch bracket would last ; all according to the weather. Can't say how long an oak bracket would last. I never heard any complaints made about birch brackets. I have heard Mr. Stott make complaints about brackets. I swear that Mr. Stott has not had sufficient experience to tell the difference as to the wearing of oak brackets, or spruce brackets, or birch brackets. Mr. Stott has been superintendent of the construction of lines for a number of years. I don't know how many. I can't say whether Mr. Stott has acquired sufficient experience to be able to tell the difference during the number of years he has been superintendent of construction. I pack and address the various supplies for the offices. Battery zincs are cast at the lower premises. We hire men to cast them. Malone and Skeans cast them for Anglo-American and Government lines. Zinc is imported by Mr. Mackay himself. He imports the spelter for the use of the Anglo, but for the Government he imports the spelter himself. On the arrival of the spelter it is stored on his part of the premises, and is kept distinct from the Anglo-American spelter. I don't know the value of it. Battery coppers are supplied to the Government. Mr. Mackay imports copper rivets and wire to make them. Malone and Skeans make them. I was the first to start making them here. The bluestone is ordered for the Government. Nothing else of any kind whatsoever has been at any time supplied by Mr. Mackay, as far as I remember, except packing cases. Mr. Mackay buys the lumber, and he has them made by his own men. Malone and Skeans are pretty constantly employed. The

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packing cases are charged to the Government. I never left duplicate invoices at the Custom House, except for stationery. Mr. Smith made out the entries, and I passed them. Mr. Smith never gave me any invoices, or copy of invoices, when I went to the Custom House to pass entries, except for instruments, and I left either the original or copy at the Custom House. I paid duty on stationery; it was not allowed in free. I can't say whether the entries or invoices were made out in the name of the Anglo-American Company or of Mr. Mackay. They were not made out in the name of the Government. I positively swear that, with regard to everything imported for the Government, the invoices were made out in the name of the Government. I know by the papers given me. All the invoices for goods imported for the Government were handed to me to take to the Customs, and I handed them back to Mr. Smith. Wire has been imported for the Government. I can't say when, but about two years ago. It was not the same wire as used by Anglo-American Company. It was No. 9 wire. Anglo-American wire is No. 8. Can't say whether No. 8 or No. 9 is the best wire. No. 8 is a size larger. A ton of No. 9 wire would go a little further than a ton of No. 8. Can't say whether there is any difference in price. I do not know why No. 8 is used on Government lines. Wire was imported some years ago for the Government. Mr. Mackay imported some for himself last year. Prior to last year, I can't say whether it was imported for himself or for the Government. I think last year and the year before that straps, pliers, battery-brushes, switches, grips, etc., were imported by Mr. Mackay for himself, and supplied to the Government. I can't say about the year before. I am not positive whether they were supplied in 1889 in the same way. I don't know of anything else that Mr. Mackay has imported himself and supplied to the Government. There was one year I had been running about so much that I persuaded Mr. Mackay to import some lamps, and he imported them from some part of the States. I don't know how many, but probably sixty or seventy. There might have been more than seventy; there might have been ninety. I don't think there were one hundred. There were more than one hundred chimneys. Some were bracket lamps, and some stand. I didn't see the invoice of these, and I didn't pass entries for them. I don't know who did. I was away at the time. I don't know if any entries were passed or not. The lamps were all sent to the offices according as they would send their orders for them. I

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don't know the price charged for them. I received them from Mr. Mackay, from his store, and brought them to the office. According as I received an order, I packed and sent them away. I sent all of them away. They were received in 1890. I gave Mr. Smith an account of the offices to which they were sent. I think Mr. McCoubrey made out the bill for each office. I don't know what Mr. McCoubrey had to do with it. I believe I asked him to make out the bill. Mr. Mackay asked me to ask Mr. McCoubrey to make out a bill for them according to the offices to which they were sent. I don't remember asking Mr. McCoubrey to receipt the bills. I don't know whether he receipted them or not. Perhaps I did ask Mr. McCoubrey to make out and receipt the bills. I suppose he did receipt them if he made them out. I don't know what prices he charged. I don't remember bringing to Mr. Smith a bill made out in the name of James Gleeson for seventy-four lamps (stand and bracket) and sixteen dozen chimneys; total value, \$143. I don't remember Mr. Smith or Mr. Stott objecting to a bill brought in by me for lamps. An order would never be sent for so many as six dozen lamps. Gleeson's furnished their bills quarterly, I think. I know in whose handwriting this account is in (exhibit P); it is in Mr. Stott's. I am positively sure that no such account as that was presented. I have seen the invoices of battery-coppers and zincs imported from the United States. The former were twenty-five cents and the zincs forty-five cents to fifty cents. I heard that Mr. Mackay had a contract last year for conducting the Government system of telegraphs. Mr. Mackay told me to be as economical as possible in issuing supplies. I don't know anything about the cleaning of offices. The usual supplies were issued, and to the usual amounts. The usual supply of coal went to all the offices. I don't think there was any curtailment of any supplies. Some things I would know about, and some things I wouldn't. I didn't receive any complaints last year from any of the offices with regard to their supplies. They are always complaining. I have had no conversation with Mr. Mackay or Mr. Smith relative to this inquiry. I have had no conversation with any one about this inquiry. I have known since the spring that an inquiry was going on. The usual supply of brooms, soap, etc., was not stopped last year, as far as I know, and was sent on in the same quantities. I generally sent out those things, but last year I was away about two months. I never paid bills as a general thing. I know nothing as

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to the condition of the Government lines. I don't know whether any special crews were sent out last year. I think Abbott was out building a line on the Hall's Bay Railway line. It was an Anglo line, I think. I don't know who was building it—Anglo-American or Government. All I know was that Abbott was building a line. Since the fire the Government store is in the basement of the telegraph office, on Water Street, in Hoylestown, and adjoining the old premises that were burnt. I live in one portion of the basement. The Anglo-American Company has another portion, and the Government the third. The telegraph office is overhead. I know nothing about the rent charged for the store.

WILLIAM SAVIN.

Sworn to before us this 13th day of September, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND.
Commissioners.

SEPTEMBER 16TH, 1892.

PRESENT :

HON. R. BOND ; HON. R. H. O'DWYER ;
GEORGE ROWLAND, Esq.

Evidence of MR. E. G. COLEMAN (sworn) :

My name is Edward G. Coleman. My business is that of locksmith and bell-hanger. I fit up electric bells. In the conduct of my business I would acquire an accurate knowledge of the value of zincs, copper, and copper wire. I know the price of battery zincs ready-made. I import them thus—same material as that used by the Telegraph Company. The battery zinc, such as exhibit Z, may be imported for twenty cents each, landed here, wholesale. The battery copper, with wire attached, is worth about fifteen cents. I could make them for that. I

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would undertake to accept a contract for the making of such battery-coppers, to such amount as the Government would require, for fifteen cents each, with wire attached, the same as exhibit Z, now produced.

EDW. G. COLEMAN.

Sworn to before us this 16th day of September, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND.

Commissioners.

Evidence of MR. POOKE (sworn) :

My name is Thomas Samuel Pooke. I am Manager of the Electric Light Company. I am an electrician, in charge of the electric light business. I am acquainted with the value of brackets, such as are used by the Telegraph Company to attach wire to. We always import brackets for the use of the Electric Light Company. We import them from several different firms, from Halifax, Boston, New York, and I think from Montreal. We have imported oak painted brackets. The cost, landed here, varies. From \$25 to \$45 per thousand original cost. I am under the impression that we have imported brackets from Greeley & Co. I think they were Greeley's brackets. I think we paid for these \$17.50. I believe the brackets that we paid \$17.50 for were the same that we paid \$45 for. Cannot account for the difference in the prices charged. I believe we imported 500 at one time. No trade discount was allowed. The brackets (Zb and Zc) which I have just examined are the same as those we import. The last we got cost \$17.50. Getting brackets in small quantities would probably increase the cost. In importing brackets it would probably cost a higher rate for small quantities than for large quantities or wholesale. In all trades, by taking large quantities of material, you can get it cheaper. I consider that a suitable bracket for any purposes may be obtained at \$17.50 per 1,000, first cost. The strain upon individual brackets would be greater in the case of Electric Company wires than in the case of wires of the Telegraph

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Company ; therefore a bracket which would suit the Electric Light Company would suit the Telegraph Company. Dipping of brackets or painting them would tend to make the brackets last longer ; keeps them from splitting. I would use oak in preference to birch brackets, even at an increased cost. I imagine that Starr, from whom we import, gets a trade discount.

THOMAS S. POOKE.

Sworn to before us, this 16th day of Sept., 1892.

R. BOND,
 RICHARD H. O'DWYER,
 GEO. ROWLAND,
Commissioners.

Evidence of MR. BARRON (sworn) :

My name is Denis J. Barron. I am assistant operator in the employ of the Anglo-American Telegraph Company. I have never been directly appointed check-clerk of the Government telegraph business. I perform the work, but there is no regular formal appointment. I have been performing the work for three years. At first I received no salary for this. I applied for it, but have not been allowed anything until this year. I have given a receipt for \$50 for six months' services, ending 30th June, 1892, and this is the first payment I received for my services in performing this work. I have asked Mr. Mackay for payment for the performance of this work. That was last year, I think ; and he said he would allow me something this year. Before I commenced checking, Mr. Garland Gaden did all the checking, I presume. There are two modes of checking : one by the instrument with the local offices, and ~~one~~ by the daily check in the office upstairs with Sydney. During the last three or four years Mr. Gaden and myself have done the whole of the checking with the instrument. I know Mr. David Johnston. He is a sort of abstract clerk, in the employ of the Anglo-American Telegraph Company. I understand he performs quite a lot of service for the Government. I have no idea what they consist of, but I think he is a kind of check-clerk. I heard some books of account were saved

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from the fire. Mr. Stott had not free entry into the operating room before the fire, for a couple of months or more. I think there was a new lock put on the operating room door some few months ago. I don't think Mr. Stott got a key. Those who actually had business to the operating room were allowed a key. I do not know why the lock was put on. I don't think that I did, directly or indirectly, receive any instructions to exclude Mr. Stott. Prior to date of new lock being put on, Mr. Stott had free access to operating room. It has been customary for Mr. Stott and Mr. Waddell to be in the office on Sundays for years and years. The chances are that he would send a message when he was there; he'd take them in the usual way or remit. There was nothing extraordinary, formerly, in Mr. Stott sending messages if he were there. Since the fire Mr. Stott has been working in the telegraph office of the Anglo-American Company at the railway station. He worked exactly the same as myself, sending and receiving messages, and no man could be more useful. I can't say that Mr. Stott's being outside the office has increased our work, except that Mr. Stott's messages have now to be copied; but I don't attach any importance to that.

D. J. BARRON.

Sworn before to us this 16th day of Sept., 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

Evidence of Mr. JOHNSTON (sworn):

My name is David Johnston. I am a clerk in the Anglo-American Telegraph Company's office. I do Government work—that of abstract clerk, or check-clerk. I check all Anglo and all Government messages. I didn't receive any special appointment as Government check-clerk. I didn't look upon it as part of my general duty. No one instructed me. It was there for me to do, and I expected to receive the same salary

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from the Government as my predecessor. I didn't receive that salary. I received a salary this year for the first time as Government check-clerk. I have been performing the service since June, 1890. I have asked Mr. Smith why I didn't receive a salary same as my predecessor. He said there was nothing allowed by the Government. That was at the end of 1890, when I was expecting my six months' pay. I asked for my salary for 1891, and I don't think I got any reply. I didn't expect anything that year, because I knew Mr. Mackay had a contract. I heard this during the year 1891. I knew that if Mr. Mackay, who was working for the Government in 1890, refused it to me, I couldn't expect it for 1891, when he was working on his own account. I felt that when Mr. Mackay wouldn't give it to me when it didn't come out of his pocket, it wasn't very likely that he would when it did. I have given a receipt for \$50 for payment for my services for a half year. I would not have given a receipt had I known that it was for six months' services to date. I didn't know but that it was a payment on account of some former year. I would not, on any account, have accepted \$50 as wages for six months' services as Government check-clerk if I had known it. I didn't know what the cheque was for at the time I received it. Mr. Mackay sent it up to me. I didn't know but what it was a present. I was asked to give a receipt for this cheque, it may be, in August. I was surprised when I was asked to give that receipt for six months' wages. I signed it since the fire. It was sent down to me. I know it was since the fire, as it was after we moved down to the office we now occupy. I didn't want to sign it, but I knew I'd have to, and as the \$50 had been spent, I signed it. I consider a great injustice has been done me by not being paid for the last two years. I occupy a separate office from the operating room. I am aware that an order was given for the exclusion of Mr. Stott from the operating room. I think Mr. Scanlan told me. He said Mr. Stott did not belong to us, and had no business there. I was in my room on the evening of the fire. Smith or Saunders were, I think, the last persons to leave the office. I got out with my books and went up town. Mr. Smith was saving his books and accounts. Mr. Saunders happened to be on duty that afternoon. I think he belonged to the Anglo. Lately he has done relief duty for the Anglo; last year for the Government lines. I can't say whether Mr. Smith saved all his books. I know he saved the Anglo books, and I think the Government books for this year, for I have seen some of

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them. I don't know if he saved the Anglo-American books for past years. Haven't heard anything about the books since; haven't heard that they were burnt. I heard two or three days ago about this inquiry. I heard it from an outsider. I asked Mr. Smith this morning what the enquiry was about. Mr. Scanlan was there, too. They said it was about Mr. Mackay, and an inquiry into the accounts. They told me to go up, and Mr. Smith told me to tell the truth. I have heard an outport operator (Government operator) complaining last year that the Government was getting mean. It was about the stoppage of the monthly allowance for office cleaning. He didn't know then that Mr. Mackay had a contract. It has been usual to allow all the offices one dollar per month for office cleaning.

D. JOHNSTONE.

Sworn to before us this 16th day of September, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

Evidence of Mr. ELLIS (sworn):

My name is Henry Ellis. I am engaged in the hardware commission business in this city. I have here a trade circular, which gives the value of zinc spelter, also of copper sheets and wire, which would be the wholesale price in Great Britain. Only a small discount, about 2½ per cent., would be allowed on the prices given in this list. Prices fluctuate according to demand. Zinc spelter, such as exhibit Z is composed of, is quoted at £16 15s. stg. per ton, or about four cents per lb., and would cost about five cents per lb. landed here free of duty. Copper, such as is contained in exhibit Za, is worth 7d. stg. per lb.; and rivets (copper), such as is used in the making of exhibit Z, are about 10d. stg. per lb. The copper would then be worth about 18 cents per lb.

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landed here free of duty, and the rivets about 26 cents per lb. landed here free of duty. A man could make very good wages by selling battery-coppers, such as exhibit Za. at 10 cents apiece.

HENRY ELLIS.

Sworn to before us this 16th day of September, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

SEPTEMBER 23RD, 1892.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER.

Evidence of Mr. J. L. DUCHEMIN (sworn):

My name is James L. Duchemin. My business is block-making and general work. I have supplied brackets to Mr. Mackay, certainly seven years; possibly longer. They were telegraph brackets and plugs, oak, birch, and juniper. The first I made were of oak. I made 3,000 or 4,000 of oak somewhere about eight or nine years ago. Five or six years ago I made them of juniper. Since then I made them of birch and wych-hazel. I couldn't get the oak in sufficient quantities, and that is the reason I used juniper. I continued making them of juniper for two or three years, when the company preferred them of birch or wych-hazel. I always received my orders from the Telegraph Company, and did not know who they were for. I believe I made out my bills in the name of the Anglo-American Telegraph Company. Never had any difficulty in getting paid for them. I have been in credit with Mr. Mackay when I commenced making brackets, and when in credit I was paid cash. I believe I have been in credit in Mr. Mackay's books since I commenced making brackets. I think so, but I am not positive. I have, I think, but I can't swear positively, received a statement of my account with Mr. Mackay since I commenced making brackets. I

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haven't received a statement of my account for the last six or seven years, I think, but if I had not been in credit I would not have received cash. I have been in the habit of getting advances from Mr. Mackay, cash accommodations from Mr. Mackay, in the conduct of my business. The receipts would be in the Anglo-American Co.'s name, I presume, but I cannot say for certain. I have been in the habit of receiving accommodation from Mr. Mackay as A. M. Mackay. The brackets I made went into my credit with Mr. Mackay to recoup him for the advances he made. I charged him four cents each for the plugs and brackets. The majority of plugs and brackets were four cents. When I first made them I think I got five cents, but I think that included nails. I don't think I dipped the oak. I dipped some of the birch and juniper at first, but of late years I have not done so, as they were taken away too rapidly. I was making very little money on them, and when not required, I did not dip them. If birch is exposed to alternate wet and dry atmosphere, it will rot sooner; that is characteristic of birch. Birch is therefore not as good as oak for brackets, when exposed to the weather. Mr. Savin generally took delivery of the brackets. I think I have supplied as many as 10,000 some years; I think more sometimes. I can give copy of invoices supplied to Anglo-American Company for brackets sold. The arrangement is that when the Company wanted brackets, they were supplied in any quantity required at four cents apiece. I received, I think, three or four notices to attend this Commission. I also received conduct money, fifty cents. I thought conduct money was seventy-five cents. I objected to come in reply to first note, because I had a prior engagement, and I do not think there was sufficient notice. I received a second notice, and in reply I wrote to the Commissioners, stating that I would not obey it, as I didn't consider the Act was complied with. Twenty-four hours' notice I considered was necessary, and conduct money also. I have had no conversation with anybody as regards these notices, so far as telling me what to do in the matter is concerned. I knew all about that myself. I had conversation about being summoned. Mr. Scanlan asked me was I summoned. He may have told Mr. Mackay. I told Mr. Mackay after I was summoned. He asked me had I been up. I said no, that I wasn't going up on the notice received, having a prior engagement. No observation of any kind whatever took place about the inquiry, except that Mr. Mackay said "I wish you would go up." I saw Mr. Scanlan since, once or

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twice, and he asked me if I had been up. Mr. Mackay has asked me once or twice since. Mr. Smith I have seen once or twice since. He asked me the same questions as Mr. Scanlan, *i.e.*, if I had been summoned. I have told a legal gentleman that I was summoned to attend this inquiry. I decline to answer what legal gentleman I have had conversation with. I have had conversation with legal and lay gentlemen relative to this inquiry—that may mean 10 or 1,000—and none of these legal gentlemen ventured an opinion or advice.

J. L. DUCHEMIN.

Sworn before us this 23rd Sept., 1892.

R. BOND,
RICHARD H. O'DWYER.
Commissioners.

OCTOBER 4, 1892.

PRESENT :

HON. R. BOND; HON. R. H. O'DWYER;
GEORGE ROWLAND, Esq.

Evidence of MR. SMITH (sworn) :

Mr. Smith handed in bank-book of Government system of telegraphs, marked Ld, which Mr. Smith says was made out after his examination by the Commission on Sept. 9th. Immediately prior to the date the bank-book was made out, deposits were made to credit of the Anglo-American Telegraph Company, namely: \$1,000 went to the credit of the Anglo-American Company, being payments previous to a credit of \$6,000, for which an account was opened in the Union Bank on the 17th day of June, as appears by the bank-book. In pursuance with the arrangement made with Mr. Mackay, an account was opened for Government telegraphs in the Union Bank. Mr. Smith handed in original invoices of Waterlow & Sons for stationery—*i. e.*, for £95 16s. 8d. stg., and also copies of originals of invoices. These exhibits are marked 9 to 13, which are all the invoices that I have had time to copy from our invoice-book. I desire to

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put in, in reply to a question asked in my examination of September 9th, vouchers of payments made by Mr. Mackay upon account of employes for this year (exhibit put in, marked 14). There is no invoice for sulphate of copper charged in exhibit No. 1, the amount being paid by telegraph on message received from our agent in London. I can't say whether these vouchers, marked 14, are for payments made by Mr. Mackay in 1892 from funds provided by the Government. Payments made by cash. Can't say when liabilities were incurred. There may be liabilities for 1891—the contract year. If the arrears account is settled upon its own merits, then these liabilities to employes are due by Mr. Mackay, and not by the Government. This applies to the balances appearing upon the balance sheet. The Government are charged for the remains of stationery, as set forth in exhibit marked No. 15. That stationery was imported by Mr. Mackay for contract year. I do not know how much of this stationery was used in 1891. The accounts handed in will not shew this. I do not know the quantity of stationery belonging to the Government on hand when Mr. Mackay took up the contract. There would be some. Savin ought to know, having charge of stores. There never has been an inventory taken of remains on hand at end of year. The Government did not get credit on any account from Mr. Mackay for the stationery and other remains when he took up the contract. There were no remains besides stationery, because supplies were sent out as required. Supplies were obtained from the Anglo-American Company's stores, in the way of line, material and instruments. There was an account kept, I think, by the store-keeper between the Anglo-American Company and the Government. I made the entries in my books at the end of the year, getting them from the store-keeper, charging the Government and crediting the Anglo-American Telegraph Company. No requisitions were made to the Government for those supplies to my knowledge. They were issued upon order of Messrs. Scanlan, Mackay, Waddell, or Stott, or myself at times. Prior to opening books for Government Telegraphs in April last, the Government telegraph accounts were kept in the Anglo-American Telegraph Company's books. I don't know why they were not kept in separate books. They were kept together when I went there, and I continued in the same way. All the books in which the Government telegraphs accounts were kept between the years 1886 and 1891 were destroyed in the fire of the 8th July. I think requisitions

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were not made regularly upon the Government to meet disbursements. I think requisitions were made within a period of two months from each other. When payments were made by warrant on account of disbursements, they were not credited to Mr. Mackay's account in his private book, but were credited to Government telegraphs in Mr. Mackay's books. These amounts were deposited to the credit of A. M. Mackay in the Union Bank previous to April last. I can't answer the question as to out of what fund the employes were paid. Previous to the contract year, charges against salaries would not be credited in Mr. Mackay's books, but were charged to individuals accounts. Previous to 1889 they were in the Anglo-American Telegraph Company's books. I can't remember if, in 1890, they were charged to Mr. Mackay's account in his private books. Payments were not made regularly to employes as the amount of their salaries were due, but when drawn for receipts were obtained in all cases. The vouchers were kept on file, and were not delivered to the Government. No vouchers for outport employes' wages were ever delivered to the Government. Vouchers for supplies of all kinds were. I mean the original invoices. Payments for supplies were made as the bills were presented, and not quarterly. They were not in all cases paid in cash. Some were paid by note of four months. I don't know if there would be a considerable balance to Mr. Mackay's credit in the bank of Government moneys if payments were not made regularly, and some paid by note. I can't say if there would be a credit balance at any time. The distinction as between the Government accounts and Mr. Mackay's accounts would not appear in the bank, but in our books. I don't think that Mr. Mackay drew upon the Government balance in the bank to pay his own accounts, but I don't know. I cannot say if the bank account alluded to was in credit or not. There was no interest charged. I can't say whether Mr. Mackay ever owed the Government or Government employes any money. I am speaking with regard to the whole question of the debit and credit side of the accounts. I have stated that salaries have been in arrears. They became in arrears because the parties had not been paid by Mr. Mackay. I do not remember asserting that Mr. Mackay owed the Government or Government employes several thousand dollars. I can't say that I didn't. I may have said, and it's possible Mr. Mackay did owe the Government or Government employes three thousand dollars. This may have occurred by balances in transit, but I do not know. I never

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made arrangements to reimburse the Government account for any shortage. Mr. Mackay has never charged any commission or profit on goods purchased by him for the Government ; simply sufficient to cover charges. He has never been accustomed to receive discounts. If discounts were allowed, the Government got the benefit, and they appeared upon the face of the accounts. Mr. Mackay has been in the habit of purchasing birch brackets from Mr. Duchemin for five years or so. Mr. Duchemin has been paid \$40 per 1,000 for those brackets. Mr. Duchemin has been paid cash for these brackets, as a rule. Mr. Duchemin has a private account with Mr. Mackay. They were engaged in the shingle business together. It is a fact that Mr. Duchemin is considerably in debt to Mr. Mackay. I don't know whether Mr. Mackay has been in the habit of endorsing notes for Mr. Duchemin, but he has done so. All the brackets were passed to the credit of Mr. Duchemin's account with Mr. Mackay. Mr. Duchemin supplied other articles than brackets to the Anglo-American Company or Government. There were no specific payments on account of brackets. Oak brackets are invoiced at \$18 per 1,000. Mr. Mackay purchased some on account of the Government. They are charged to the Government at the rate of \$30 per 1,000. I don't know if oak brackets are better than birch brackets. I never refused to shew Mr. Stott any invoices. I was not prohibited from shewing them to him. Mr. Savin has seen the invoices, but I have not showed them to Mr. Stott. We have not been accustomed to deposit copies of invoices at the Custom House. We produced the invoices when passing entries. I think there were two repairers dismissed when Mr. Mackay entered into the contract. I think one was dismissed at the instance of Mr. Stott, and one at that of Mr. Murray, of Gambo. Their places were not filled by the end of the year. They received \$28 per month. I don't remember when they were dismissed, but I can give Mr. Stott's recommendation in writing. I don't know if the men were dismissed on the recommendation of Mr. Mackay. The monthly office allowance was discontinued in 1891 in both services. I don't think the supply of coal was discontinued. To my recollection, the only place where it was curtailed was Bay of Islands. The allowance of \$8 for Tilt Cove repairs was also discontinued on order of Mr. Stott. Don't remember when, but can produce the order. It is discontinued yet. Mr. A. J. Saunders is relief clerk. He hasn't done any work for the Government lately. I don't

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know whether he has done any this year. He is a spare man, held for relief work. He has been paid a yearly salary by the Government as relief clerk, amounting to \$60 per month. I have no idea how many months during this year he was employed. He had been an employee of the Anglo-American. He has done relief work this year for the Anglo-American Company, but not, I think, in past years. He was not in receipt of any salary from the Anglo-American Company when on Government pay. He is a servant of the Anglo-American Company now, and has been so since 1st of June, I think. He is relief clerk for the Company. I don't know why his services were dispensed with as regards the Government. I believe they were necessary, but I am not competent to judge. Mr. Saunders' salary has been charged to the Government in this year's accounts. I don't know if he has rendered any service for it. Wm. Tobin's salary has been charged to the Government at the rate of \$480 per year. He is a superintendent of repairers. The Government have no line at Harbor Grace, and Tobin lives at Harbor Grace when not at work on Government lines. I don't know for how many months in the year Mr. Tobin resides at Harbor Grace. He is not an employe of the Anglo-American Company, but has been. He left their employ seven or eight years ago, I think. I don't remember for what reason. During the time he resides in Harbor Grace I do not think he does any work for the Government. I don't know what was paid last year for the building of the Harbor Breton line. I don't know what the Government is charged per mile for construction of telegraph line. I have never made out the account as per mile, and don't know what they cost. I have not heard any complaints as to the working of the Harbor Breton line. I don't know how many poles are used to the mile of wire. I don't know how many were used in the Hr. Breton line. I don't know how many cable-houses were built during contract year. I don't think I can find out. None have been erected this year. There is no Channel station, as far as the Government is concerned. It is only a nominal station, opened in the accounts for convenience of showing the earnings of Government lines beyond their junction with Anglo lines. As the earnings are credited here, it naturally follows that disbursements should be charged. Tobin and Saunders have had their salaries charged to the Government for seven or eight years in maintenance account up to 1889 or 1890. Tobin's salary will be found charged to Gambo sta-

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tion, when Gambo station was opened, and for some time after. His toes were frost-burnt, and then he was sent out to Harbor Grace to give him easier work, as he was not fit for active duty in winter time. There never has been a repairer at Bett's Cove. There has been an allowance, which, I think, was reduced to \$8 per month. I don't know when. I can't give any particulars as to a charge of \$28 to Mr. Cunningham's account for a repairer. If such a charge was made, I don't think it was correct, as far as that station is concerned. If it is incorrect, I don't know what the correct explanation is. I identify this account (exhibit 16) as being in my hand-writing. I don't think I will answer the question as to whether the Government telegraph business has been conducted by Mr. Mackay in a way that I can find no fault with. It is too general a question, and I won't answer it. I don't think I ever complained to Mr. Mackay about the manner it was being conducted. I had a conversation with Mr. Bond about it; nobody else. I then said to Mr. Bond that I objected to the contract being taken, as I thought the terms were too low, and would involve Mr. Mackay further, and I did not think he was sufficiently responsible to carry out the contract. That was about the tenor of my observations on that occasion. I don't remember whether I said anything about the indebtedness of Mr. Mackay to the Government. I did say Mr. Mackay owed money to Government employes. I don't remember stating to what extent. I don't think I ever intimated to any person that there was anything wrong in connection with accounts furnished and payments made for building of Cape Ray line in 1887 or '88. I can't say that if anybody asserted that if I did make a statement in his presence to that effect, that he would be stating what was not correct. The statement made by Mr. Stott is untrue. I made a statement with regard to the Cape Ray line that Mr. Mackay made money off it. The truth of the matter is, Mr. Mackay wrote me from New York, the copy of which letter I have still in my possession, and the original letter I have in my possession, shewing Mr. Mackay to have made disbursements on account of Cape Ray line other than what I then knew of; that the matter of the Cape Ray line was a matter of contract, as far as it could be a matter of contract, with the Thorburn Government, and that the balance due on that contract has been paid by the Whiteway Government since they came in. It was a contract, so I have been informed by Mr. Mackay since 1891; since my conversation with Mr. Bond in February

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or March, 1891, in fact. I don't think I said Mr. Gower Mackay's vouchers were incorrect. I don't remember anything at all about it. I won't deny having said so. I don't remember stating that vouchers could not be found. I can't swear that I did not say so. Vouchers were not produced to the Government for expenditure on that line; there were not vouchers forthcoming for the full amount of money paid by the Government for the rebuilding of the line from Channel to Bay St. George, which was the same line. I considered at that time, not knowing that Mr. Mackay had a contract, that this was not right. I wish to state that Mr. Stott, in 1888, made overtures to me to supplant Mr. Mackay as Superintendent of Government Telegraph Lines, and that the management was to be in our joint hands. I had a conversation with the Hon. Mr. Morris. I had another with Sir W. V. White-way early this year; but prior to this year I had no conversation with these gentlemen. I said nothing to Mr. Morris about any mismanagement on the part of Mr. Mackay. I don't remember saying anything to Mr. Morris that I said anything to Mr. Bond relative to the mismanagement of Government telegraph matters by Mr. Mackay, but I won't swear that I did not. I never said to Mr. Morris that I had made certain statements to Mr. Bond in reference to the mismanagement of the Government system of telegraphs which were not true but had been concocted by Mr. Stott and myself for the purpose of preventing Mr. Mackay from getting the contract. The statements I made to Mr. Bond were in perfect good faith. I believed them to be true. I have reason to doubt the accuracy of some of them since; for instance, the question of the Cape Ray line, and the question of an overcharge on zincs. I was guided in my idea of the number of zincs used, by a statement of Mr. Stott. I said to Mr. Bond there was an overcharge by Mr. Mackay on number of zincs, an attempted overcharge; but subsequent evidence of the number used in 1891 and 1892 to date proved Mr. Stott's figures false. I don't remember making a statement to anyone else with reference to the mismanagement by Mr. Mackay of telegraph affairs. I don't remember speaking to Messrs. Pitts, Monroe, and McNeil with reference to the mismanagement by Mr. Mackay of Government telegraph lines. I won't swear to this. I never had any quarrel with Mr. Mackay in connection with Government telegraph affairs. I never threatened to leave his employ because of mismanagement of Government telegraphs. I won't answer as to whether I

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threatened to leave his employ by reason of mismanagement of other affairs. I don't remember having handed to Mr. Stott for delivery to Mr. Mackay a letter complaining of wrong-doing by Mr. Mackay, and demanding that matters be corrected at once. I won't swear that I did not hand such a letter. I wrote the letter, copy of which is now shown me (exhibit Q). It was a joint letter. Some paragraphs were suggested by Mr. Stott. I never threatened to report to Mr. Perry about the mismanagement of Government accounts. I decline to answer as to whether I left St. John's to report to Mr. Perry as to mismanagement of affairs by Mr. Mackay. I decline to swear whether I did or did not go. I never felt uncomfortable at any time in reference to the management of Government telegraphs. I complained to prevent Mr. Mackay from getting into further difficulties by taking the contract. In reference to the statement as to Mr. Mackay not being a responsible party to take the contract, I meant that I thought he was too poor to run the risk. When Mr. Stott made the overture to me in 1887 or 1888 to have Mr. Mackay put out of the management of Government telegraphs, I declined to entertain it, and I gave him no encouragement therein. I don't remember whether I gave the letter, copy of which has been produced, to Mr. Stott for delivery to Mr. Mackay (exhibit Q). When Mr. Stott and I made the statements referred to as being made before Mr. Bond, he asked us if the statements were official. I replied that if the contract were pursued, he had permission to call upon me to show reason why it should not be given. I don't remember that Mr. Bond insisted upon a separate set of books being opened for the Government, and upon the deficiency being paid, and that if it wasn't, it would be his duty to report the matter to the Government. I don't remember reporting to Mr. Bond at some subsequent date that the books had been opened and the deficiency paid. I won't swear that I didn't. I won't swear that Mr. Bond did not make the request. I am perfectly clear that my sole object in making the statements that I did to Mr. Bond was to prevent Mr. Mackay from getting involved. I never induced Mr. Stott to write a letter to Mr. Mackay about the same time as exhibit Q was written. I remember telling Mr. Stott that I had seen a letter written by Mr. Mackay to the Colonial Secretary, stating that if he got the contract the employes would be dismissed. I told Mr. Stott of it to show that the contract was on. I did not tell him of it to induce him to write to Mr. Mackay. I did not tell it to him to induce

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him to lend his aid to me to prevent Mr. Mackay from getting the contract. It was a matter that concerned him and me, and I told him in confidence. I was shewn that letter by the Colonial Secretary in confidence. I broke the confidence. I can't say whether Mr. Stott was influenced in dictating the joint letter with me by the knowledge that he was likely to be dismissed if Mr. Mackay got the contract.

R. C. SMITH.

Sworn to before us this 4th day of October, 1892.

R. BOND.

RICHARD H. O'DWYER.

GEO. ROWLAND.

MONDAY, OCTOBER 17TH, 1892.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

Examination of Mr. WITHERS (sworn) :

I was first clerk in the Colonial Secretary's office, up to 1890, for a number of years. Every Minute of Council and every letter passed under my notice ; I would explain, all those of public character. I am aware that instructions were given to the Anglo-American Telegraph Company through the General Superintendent for the erection of a line of telegraph to St. George's Bay in 1887 or 1888, but I am not aware that a contract was entered into for its construction, or any arrangement that would enter into the nature of a contract. To the best of my knowledge and belief there was no contract made beyond the original agreement with the Anglo-American Telegraph Company, under which all lines were erected. I can only say, in connection with this matter, that the accounts for the construction of the line were held in abeyance, but I cannot say what were the reasons for their being thus

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withheld. The account was settled in 1890 by the payment of balance due of \$517.65 on account of 1888, and at the same time a balance on the current account of 1889 was paid, amounting to \$1,645.15. The sum of \$517.65 was not the only amount in dispute with the late Government, for I see in the account for 1889 a note in my own handwriting that the Government wanted to refer to the accounts of 1887 before assenting to this. This amount had been outstanding at least from the 31st December, 1887, to 1890. I am not prepared to say upon whose authority I signed the voucher for the Colonial Secretary, and must have received instructions. Ordinary routine accounts I certified without reference to the Government, but any important account, such as one from the Anglo-American Company, I would not sign unless ordered to do so by the Colonial Secretary or Premier. I never signed accounts at the request of the Colonial Secretary. The Colonial Secretary, being present, never instructed me, so far as I am aware, to sign for him. If he were in the building, I wouldn't sign any account of this character for him. He would sign himself, and he wouldn't ask me to sign. If the Colonial Secretary was in town at the time the above-mentioned account was signed, then I must have signed by order of the Attorney-General, or some other member of the Council (account handed in, marked No. 17). I remember writing in 1886 (March) a letter to Mr. Mackay in relation to his management of Government telegraphs, or rather in reference to his statement of account. Mr. Mackay had exhibited his accounts charging a commission upon total disbursements as well as for clerical assistance, and the Government were of opinion that the charge for commission should have covered all charges for assistance. Under these circumstances, I was directed to write to Mr. Mackay requesting an explanation. The Government did not alter at this time Mr. Mackay's account, but paid for both clerical assistance and the commission. I think the reason was this: that Mr. Mackay having alleged that such payments had been made for nine years, the Government, though they did not think the charge altogether fair, did not care to interfere with what might appear to be a vested interest. I presume that this was the reason. I do not know as a matter of fact that it was the reason. I am not aware that the Government had any further ground for complaint. I think, on the very first account that was sent in, Mr. Mackay charged for his services. I think the charge was \$4,000. Mr. Mackay had at

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that time no official status with the Government. I always understood that the agreement was with the Anglo-American Company and not with Mr. Mackay (agreement handed in, marked No. 18).

J. WITHERS.

Sworn to before us this 17th day of October, 1892.

R. BOND.
RICHARD H. O'DWYER.
GEO. ROWLAND.

Commissioners.

OCTOBER 17TH, 1892.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

MR. M. T. KNIGHT *Examined (sworn) :*

I was Financial Secretary under the late Government from Jan., 1886, to 13th Dec., 1889. All warrants for payments were passed through my hands whilst I was in town. I was also Auditor of Public Accounts for two years, I think in 1886 and 1887. I remember going to the Poor Office, Treasury, and Board of Works, but I don't remember auditing the Anglo-American accounts. As Financial Secretary, I did not examine the accounts of the Anglo-American Company. I am not in a position to say whether the accounts of the Anglo-American Telegraph Company with the Government during the years I was in office were correct or not. I simply signed the warrants on an order issued from the Colonial Secretary's office. I remember when the Garia line was altered to from Channel or Cape Ray to Bay St. George in 1888. I have an idea that there was some delay in issuing a warrant for the payment of the changing of that line. Why, I do not know. In the month of January, or early in February, the Anglo-American Company's accountant, Mr. Smith, would come up and compare the

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amounts he received from us with the amounts as paid him by our books. The only accounts that I remember being furnished were the monthly statements from outport stations. These would be statements, not vouchers. The only general accounts furnished, as far as I can remember, were similar to exhibit now handed me (No. 17). Vouchers were put everywhere when they came into the office. A certain amount of care was taken. They were not indiscriminately destroyed. They were taken care of towards the end of the term. A great many vouchers disappeared at the time of the Jubilee ball. Some were found in Bannerman Park and Road, and the two removals made annually in our office no doubt accounts for the loss of a great many more. Generally speaking, there was no regular system of filing.

M. T. KNIGHT.

- Sworn to before us this 17th day October, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

OCTOBER 19, 1892.

PRESENT :

HON. R. BOND; HON. R. H. O'DWYER;
GEORGE ROWLAND, Esq.

Evidence of M. FENELON, ESQ. (sworn) :

I was Colonial Secretary under the late Government from July, 1886, to Dec., 1889. I was also Clerk of the Council. As a rule, minutes were made of all important transactions. On any question being raised as to the necessity of minuting, the Committee of Council would decide. I made private memorandums for my own protection, or recollection, or guidance, or to assist my memory. I destroyed these from time to time. They were simply notes taken on slips of paper. I

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remember the building of the line from Cape Ray to Bay St. George. The line was changed from Garia. There was a good deal of discussion about it, as the charge was great. The line from Garia was represented as very much out of repair. It was built in a most exposed place. It was also represented that it would be a great benefit to pass the line through the Codroy Valleys, and thus obtain an advantage to the public and facilitate repairs, and so make the line less costly for maintenance. Communications were had with Mr. Mackay on the subject of this line, which led up to Mr. Mackay attending a meeting of Council, where the matter was fully discussed. Unless the minute of these proceedings is in the Minute Book, it wasn't made. The result of the meeting was that Mr. Mackay, having given an estimate as to the cost of the line, was authorized to go on with the work. I don't remember if there was a minute or not. I don't remember the estimate, but I believe that the cost per mile stated by Mr. Mackay was less than any of the Government lines hitherto built. He didn't give contract rate, as we didn't ask him to contract, but he said the price he quoted was less than what other lines had cost the Government. I understood at the time that this was the rate Mr. Mackay would charge per mile. There was no special arrangement made with Mr. Mackay beyond instructing Mr. Mackay to go on and build the line at the price he named. This is as far as I remember. If any arrangement was made out of the ordinary it would form a minute of Council or a matter of record. All payments were made to Mr. Mackay by warrant to meet the expenditure on that line. I have no knowledge of any payment being made to Mr. Mackay except by warrant. I presume the letters making requisition for moneys from time to time would be the voucher upon which I would give authority for the warrant to issue. I don't recollect whether I demurred to any payments on account of that line. I don't remember as to whether the cost of that line was met by warrant at the end of the year. I can't explain why a balance of \$517.65 on account of construction of that line was allowed to stand over from 1888 to 1890. I don't remember if there was any dispute as to these accounts. Disputes might have occurred, but I don't remember any. I don't remember a warrant having been issued on June 11th, 1888, for the sum of \$5,000 in favor of Mr. Mackay on account construction St. George's Bay line. I can imagine a warrant being made out by the Financial Secretary for a sum, the voucher for which would not be signed by me. The Premier

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or Attorney General might leave instructions to place a sum on a warrant with the Financial Secretary, which he would do, and explain the entry to me when presenting the warrant for my signature (letter numbered 19, from Mr. Mackay to the Hon. M. Fenelon, Colonial Secretary, dated June 11th, 1888, was here handed to Mr. Fenelon to read). The letter now handed me doesn't bear my signature or initials, but the labelling for reference is in my hand-writing. It was not unusual to tell the Financial Secretary to place an amount upon a warrant without giving him authority in writing if the Executive had ordered such payment. This was not the rule, but it may have been done. Minutes were not necessarily made of part payments of account. This would be looked upon as part payment of ordinary construction account. This letter was gummed into the Warrant Book for some special reason, which, I fancy, had reference to the extra cost of Change Islands line. I know no special reason, but I fancy it may be some such a one. I cannot account why, while in other cases I either sent down instructions by requisition or by initialling the letter, there was a departure in the case of this particular one. I don't remember any special circumstances in reference to this line. The only occasion on which I remember any objection being raised to Mr. Mackay's management of the Government system of telegraphs was in one year when a charge was made in the accounts furnished by Mr. Mackay for outside services, which it was thought should have been performed by Mr. Mackay under his standing agreement with the Government. The accounts as furnished were subsequently paid, as it was thought the charge did not come under this arrangement. I always understood that Mr. Mackay had the control or management of the Government telegraph lines, I presume under an agreement. I don't recollect ever having asked the question as to whether such an agreement existed. Of my own knowledge, I do not know if there was any agreement with Mr. Mackay. I knew he was managing, but I did not know under what precise authority. I don't know how the information was acquired as to the reasonableness of the charge in the account above referred to. I don't remember whether Mr. Mackay was allowed a commission on supplies purchased by him for Government telegraphs. The question in dispute, above referred to, was a question of commission, but I don't know whether the commission was for Mr. Mackay himself or for some other person. I don't remember if Mr. Mackay was appointed Superintendent of Gov-

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

ernment Telegraphs at a salary of \$1,000 a year. My impression is, that whatever position Mr. Mackay occupied during the time that I was in the Government, he occupied prior to my advent to the Executive. I was aware that there was an understanding between the Anglo-American Telegraph Company and the Government of Newfoundland for the erection of telegraph lines at the expense of the Government. I didn't look up the agreement. The instructions given to Mr. Mackay to construct the St. George's Bay line were given to him as Superintendent of Government lines, and not as agent of the Anglo-American Company. At least, such is my impression. The only capacity I considered Mr. Mackay in was that in which I presumed I found him, *i. e.*, Superintendent of Government Telegraphs. I was not aware at the time that the Anglo-American Telegraph Company were, by agreement, obliged to construct that and other lines at the Government expense. If written instructions were given to Mr. Mackay by me, they will be found in the Record Book.

M. FENELON.

Sworn to before us this 19th October, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

OCTOBER 19TH, 1892.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

Evidence of HON. E. P. MORRIS (*sworn*):

I remember having a conversation with Mr. Smith, the accountant in connection with the Government system of telegraphs. I think it was in the spring of the present year—either in February, March, or

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

April. Mr. Smith wrote me a note asking me to make an appointment to meet him. It was for an appointment of considerable length that he asked. I granted it to him at my own private office. This was at the time when a difficulty existed between the Government and Mr. Mackay as to the appointment of a Government Superintendent of Telegraph Lines. I told Mr. Smith that anything he said to me I could only receive as a member of the Government. Anything he said to me would have to be official. He had with him in writing a proposal which contained the terms of what he considered would be a fair way out of the difficulty which then existed. The interview lasted over an hour, and during that time Mr. Smith took occasion to explain to me the reason why he was anxious to have the matter settled. I can't recall all the reasons, but the one which positively arrested my attention and has fixed itself in my memory, and which some six months ago I communicated to the Colonial Secretary when this matter was being discussed by the Government, was in reference to the condition of the Anglo-American Telegraph Company and the Government telegraph affairs, and Mr. Mackay's relation thereto. Mr. Smith went into a long history of the whole thing, but the gist of it was that he undertook, with Mr. Stott, to put those matters right. He led me to believe that, in bringing about reforms, Mr. Mackay was likely to be harshly treated, and that he, Mr. Smith, wished to change his mode of procedure, and had done so, and that he was there in the office as a friend of Mr. Mackay, and expressed regret that he had joined with Mr. Stott in making a move. He led me to believe that they had been working together as the result of things going wrong. He told me that he had been in conversation with the Colonial Secretary on several occasions. He told me he had a conversation with Mr. Bond, the nature of which had in view the creation of a change. I can't remember the exact words used by Mr. Smith, but he did use words capable of the construction that he and Mr. Stott had made a communication to the Colonial Secretary which was not correct, and I came to the conclusion that his visit to me was for the purpose of mending what he had done—what he had done by informing the Colonial Secretary of certain matters. Particularly Mr. Smith admitted to me liabilities of Mr. Mackay to the Government and Anglo-American Telegraph Company at the time they started on this reform. He told me that he had told the Colonial Secretary of everything he had done in the premises, particularly about his having

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

consulted him about going to Sydney. He told me that he had informed the Colonial Secretary about the indebtedness of Mr. Mackay to employes, and I think the matter of the building of St. George's Bay line was referred to. He told me that Mr. Mackay's indebtedness to Government employes, the condition of his affairs generally with the Anglo-American Company and the Government was the reason for his moving in the matter, his seeking Mr. Bond's advice, his journey to the provinces, and his return to adjust Mr. Mackay's affairs. I may state that the interview occurred about eight months ago, and I had no special interest in remembering the details; but I communicated the substance of the interview to the Colonial Secretary some time after. I had no idea I was to be called as a witness until a day or two ago, and I have had no time to make any preparation for this examination. Mr. Smith gave me to understand during the interview that there had been mismanagement on the part of Mr. Mackay of the Government system of telegraphs, and he pleaded most eloquently in his behalf.

E. P. MORRIS.

Sworn to before us, this 19th day of Oct., 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

OCTOBER 20TH, 1892.

PRESENT :

HON. R. BOND; HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

Evidence of SIR ROBERT THORBURN (sworn) :

I was Premier of this colony from 1886 to 1889. The bulk of important matters arranged in Council should be minuted, but, as I have subsequently gathered, all may not have been so recorded. I remem-

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

ber in a general way the change of the telegraph line from Garia to St. George's Bay, to from Cape Ray to Bay St. George. I cannot positively say that Mr. Mackay appeared before Council in connection with this affair. I can't say positively, but my impression is that the line was built by following the usual precedent. I have no reason to suppose, as far as my memory goes, that any special arrangement was made for the construction of this line, Mr. Mackay simply carrying out the instructions of the Government. I can't say as to whether there was any dispute in connection with the payment of the accounts for the construction of the line. I can remember no reason and can give no explanation why a balance of \$517.65 remained over on this account from 1888 to 1890. (The letter marked No. 19 was here handed to Sir Robert, who read it.) This letter bears no signature or initials by any member of the Government of the time. I would expect to find that, when such a letter as that was received, it would be brought before the Committee of Council, and the decision of the Committee minuted. A warrant would then issue through the Financial Secretary. It would be irregular for a warrant to issue on that letter unless it was initialled by the Colonial Secretary. To the best of my knowledge I never personally made any arrangement on behalf of the Government with Mr. Mackay with regard to the building of this line. It was not my custom to adopt any such course with regard to any matter. I never was asked to do so by Mr. Mackay. So far as I know, no special contract was made with Mr. Mackay for this work. If there was it would appear in the records, or a copy would be in his possession. I have no recollection of any formal charges being made against Mr. Mackay's management of Government telegraph lines, but complaint was frequently made in the House of the high expenditure for telegraphy.

ROBERT THORBURN.

Sworn to before us this 20th October, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

OCTOBER 25TH, 1892.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

Mr. Henry Ellis being in attendance and sworn, submitted to the Commission the following exhibits, which he has received from Messrs. Hopkins, Causer, & Hopkins, general hardware and metal merchants, Birmingham, which he has received in reply to a request made by the Commissioners on the date of his former examination: No. 19½—copy (certified) of an extract from a letter from Messrs. Hopkins, Causer, & Hopkins. No. 20—battery zinc from same firm, exactly the same in every respect to exhibit Z, which is the zinc supplied by the Anglo-American Telegraph Company per Mr. Mackay. Nos. 21 and 22—sample of Best Best drawn round galvanized killed telegraph wire, No. 8 and 10 gauge. No. 23—sample of Best Best drawn round galvanized killed telegraph wire, No. 9, exactly the same as that supplied by Mr. Mackay to the Government telegraphs. No. 24—high conductivity copper wire, gutta-percha covered, No. 0016, being exactly the same as that supplied by Mr. Mackay to Government telegraphs. No. 25—sample of sulphate of copper, No. 0019, being exactly the same as that supplied by Mr. Mackay to Government. I am advised that the article, consisting of three sheets of copper, with insulated wire attached and riveted, otherwise known as battery-coppers, such as exhibit Za, can be supplied by Messrs. Hopkins, Causer, & Hopkins, f. o. b. at Liverpool, for 4s. stg. per dozen. No. 9 wire, as per exhibit No. 23, will be supplied by my firm, subject to market fluctuations and basing calculations upon original cost, at \$60 per ton. Prices fluctuate very little, especially in this article. I can furnish quotations of wire for the last five years. Insulated gutta-percha copper wire, as exhibit No. 24 (0016), will be supplied at 85 cents per lb. Battery-coppers, as per exhibit Za, at from 90 cents to \$1.00 per dozen. I can't say exactly, as the firm did not supply me with exact figures, but this would certainly cover cost and all charges. The fluctuation at any time would not be greater than a cent per pound on copper sheets. The sulphate of copper, such as exhibit No. 25 (0019), will be supplied at \$4.50 per cwt. Battery-zincs,

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

as per exhibit No. 20, will be supplied at 30 cents each. All these prices are landed here.

HENRY ELLIS.

Sworn to before us this 25th day October, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

OCTOBER 25, 1892.

PRESENT :

HON. R. BOND ; HON. R. H. O'DWYER ;
GEORGE ROWLAND, Esq.

Evidence of HON. R. BOND, Colonial Secretary (sworn) :

I remember Mr. Smith, the Government Telegraph Accountant, and Mr. Stott, the Superintendent of Government Telegraphs, calling upon me and lodging a complaint against Mr. Mackay's management of the Government system of telegraphs. It was early in February, 1891. Mr. Smith opened the conversation by stating that he and Mr. Stott had heard that Mr. Mackay had tendered, through his son Gower, for the future conduct of the Government telegraphs, and that the object of their visit was to inquire if such was the case, and if the tender had been accepted by the Government. I expressed surprise that they should have called upon me in relation to this matter, and intimated that no such tender had been received, and that doubtless, if such were made and accepted, they would hear of it through Mr. Mackay. Mr. Smith then said that they had a further object in calling upon me ; that they desired to inform me of certain facts relating to Mr. Mackay's management of the Government telegraph business, so that if the tender came before the Government I might be in a position to place those facts before the Government and prevent its being acceded to. I told

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

them that it would be my duty to communicate whatever they said to the members of the Government. Mr. Smith replied that it might not be necessary for me to do so, as he had warned Mr Mackay of what he intended doing if the tender was put in ; but that if Mr. Mackay did put forward the tender in defiance of that warning, I was at liberty to call upon himself and Mr. Stott, and they would substantiate what they were about to relate. Mr. Smith then proceeded to state that for a long time he had been worried about Mr. Mackay's management of the Anglo-American and Government telegraph accounts ; that it was causing him so much trouble and anxiety that he felt he could not much longer remain in the service unless matters were put straight and conducted on different lines from what they then were. He said that Mr. Mackay had been getting into financial difficulties for some time, and that he owed the Anglo-American Company and the Government a considerable sum of money. I inquired how it was possible for Mr. Mackay to owe the Government money, and Mr. Smith replied that the salaries of a number of the employes had not been paid, and that supplies had not been paid for, although the Government had furnished Mr. Mackay with the money to meet those liabilities. I asked the extent of Mr. Mackay's indebtedness to the Government, and Mr. Smith said it amounted to about three thousand dollars. I further asked him how this occurred, and if the business of the Government was not kept distinct from the affairs of the Anglo-American Company and Mr. Mackay. Mr. Smith replied that the affairs of the Government, of the Anglo-American Telegraph Company, and Mr. Mackay's private business were all mixed up together, and that, so far as he was able to make out, Mr. Mackay owed the Government and Anglo-American Company about twenty thousand dollars. Mr. Smith then referred to the building of the Bay St. George telegraph line in 1888, and characterized it as a huge swindle. He said that Mr. Gower Mackay, who was in charge of the construction of that line, could only produce vouchers to about the value of four thousand dollars, but that Mr. Mackay had put in a bill to the Government for more than nine thousand dollars, and had been paid it. He stated further that the Government had been charged excessive prices for telegraph instruments and supplies, and gave me to understand that for years past Mr. Mackay had in this manner wrongfully obtained money from the Government. Mr. Stott made the statements in the presence of Mr. Smith which he has admitted in his

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

evidence, and has sworn to as correct, and Mr. Smith assented to them as correct at the time Mr. Stott made them. I said to those gentlemen on hearing their statements: "This is a frightful revelation. Why was it not communicated to the Government before this? Do you not know that by cloaking it you have made yourselves *particeps criminis*?" They replied that Mr. Mackay had been very ill for a long time, and was supposed to be dying, and that they did not wish to injure him or his family if they could help it; but that they were determined not to allow matters to go on as they were, and hence their reason for calling on me. Some general conversation followed upon this for a few minutes, and then they left. Some days later Mr. Smith called at my office alone, and again asked me if Mr. Mackay had put in a tender for the management of the Government telegraphs. I told him that I had not received a tender from Mr. Mackay, but that I had a day or two previous received a personal note from Mr. Mackay, asking me to support a tender which his son proposed putting in. Under the circumstances of the frightful revelations made to me by Mr. Smith, I considered myself justified in showing him Mr. Mackay's note. I requested him to consider it strictly confidential, as Mr. Mackay intimated in the note that it was his son's intention to dismiss the town employes and to do the work himself if he got a contract, and he did not wish it to be known. Mr. Smith promised that he would consider the note as strictly confidential. He has admitted on oath that he broke that pledge, and informed Mr. Stott of its contents. After reading the note, Mr. Smith said that, had he not seen it, he could not have believed that Mr. Mackay would act as deceptively towards him; that Mr. Mackay had promised him that he would get his son to abandon the idea of tendering, but that now he (Mr. Smith) would warn Gower of the consequences of his act, and he would also see Mr. Robert Rendell, Mr. Mackay's son-in-law, and let him know how matters stood. Mr. Smith then left my office. I told the Receiver General, the Surveyor General, and Mr. Morris of what I had heard from Mr. Smith and Mr. Stott, and when Sir William Whiteway brought before Committee of Council a letter from Mr. Gower Mackay in reference to a tender he was about to make, I reported the substance of Mr. Smith's and Mr. Stott's revelations. Mr. Gower Mackay did put in a tender, but it was not accepted. Sir William Whiteway and Mr. Harvey, two members of the Executive, left the colony for England on or about the 6th of April,

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

and the matter remained in abeyance. In the month of May Mr. Mackay wrote the Government, making an offer to maintain and operate the Government system of telegraphs for twelve months for eighteen thousand dollars. In view of the facts made known to the Government, it was considered expedient to accept that offer pending a decision as to future management by full meeting of Council on Sir William's and Mr. Harvey's return. On several occasions after this Mr. Smith spoke to me about the telegraph business. On one or more occasions he expressed a desire to leave Mr. Mackay's employ, and asked me to try and have him appointed to a position in the Customs or to the position held by the late Mr. Carter, in my office. He appeared to be considerably exercised in regard to the affairs of his office. Subsequently he informed me that he had arranged with Messrs. Monroe and Pitts to furnish funds to meet the deficit of which he had spoken to me. I did not hear anything from Mr. Stott after the interview to which I have referred, when he and Mr. Smith called on me together, until, by the direction of the Executive Council, I wrote and requested him to attend at my office on the 30th December, 1891. I believe he was absent from the city on inspection duty during the summer and until late in the autumn. The statement made to me on that occasion was afterwards committed to writing by Mr. Stott, and has been put in evidence. Mr. Stott was sent for as the Superintendent of Government Telegraphs, to advise with as to the future management of that business. Mr. Mackay's contract would expire on the 31st December, and the Government were determined that the business should not continue to be conducted as it had been in the past. On the 17th day of May, 1892, the Government appointed Mr. Mackay General Superintendent of Government Telegraphs, and forwarded to him specific directions as to the manner in which the Government telegraph business was to be conducted in future. These directions will appear in letter to Mr. Mackay of date May 19th, 1892. Mr. Mackay has not carried out all these directions. He has refused to do so.

R. BOND.

Sworn to before us, this 25th day of Oct., 1892.

RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

*Copy of Letter sent to HENRY WEAVER, ESQ., Managing Director
Anglo-American Telegraph Company, 26, Old Broad Street,
London, E. C.*

SIR,—

In the course of an investigation into the management, expenditure, and accounts of the Government system of telegraphs, by virtue of a Commission addressed to us by His Excellency the Governor of this Colony, we have had brought before us the enclosed accounts furnished the Government by your Superintendent, Mr. A. M. Mackay, and paid him on behalf of your Company. You will observe that we have made notes on the face of the said accounts, so as to draw your special attention to particular charges therein. They are but a few of many similar accounts that could be furnished. For the last five years, at least, the Government has been charged forty dollars per thousand for birch brackets, while it is apparent that superior oak brackets, such as the sample forwarded herewith, could be obtained for fourteen or fifteen dollars per thousand, or say, under twenty dollars per thousand landed here. A copy of 1892 accounts are also forwarded herewith. The Government has withheld payment of the accounts for this year pending the report of the Commission; so, in order to expedite a settlement, we shall be glad if you will give your early attention to the matter herein referred to, and furnish such information thereon as will enable us to arrive at a just conclusion. Please address your reply to Hon. R. Bond, Colonial Secretary, one of the Commissioners.

We have, etc.,

R. BOND.
RICHARD H. O'DWYER.
GEO. ROWLAND.

Commissioners under Public Enquiries Act.

P. S.—A box of samples will be sent to your address through Mr. Langley, Liverpool.

CONTENTS OF BOX :

- 1 Battery Zinc ; 1 Battery Copper ;
- 1 Bracket, from New York ; 1 Bracket, Duchemin's.

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

DECEMBER 14TH, 1892.

PRESENT :

HON. R. BOND ; GEO. ROWLAND, Esq.

Evidence of Mr. ELLIS (sworn) :

(A sample of nails shewn Mr. Ellis, exhibit No. 27). The very best Cord's Patent Star Brand $3\frac{1}{2}$ -inch patent pressed wrought nails are sold from \$5 to \$5.50 per cwt. in St. John's, and the 5-inch, same quality and brand, at \$5. The price of these nails would not fluctuate very much. During the last five years they may have gone a dollar higher, but if they did it would be an over-profit. At the present time I would sell them at the prices I state. The ordinary bar octagon steel used for mining crowbars such as is generally sold for that purpose in Newfoundland, sells at 10d. a pound in St. John's per single bar. This has remained stationary in price during the last five years. (Mr. Ellis here handed in a copy of statement furnished him by Messrs. Hopkins, Causer, & Hopkins, shewing the prices of telegraph wire from 1886 to 1892, quotation being from Ryland's price list, "the firm that rule the world in this particular article." Statement marked No. 26.)

HENRY ELLIS.

Sworn to before us this 13th day of December, 1892.

R. BOND,
GEO. ROWLAND.

Commissioners.

DECEMBER 14TH, 1892.

PRESENT :

HON. R. BOND, GEO. ROWLAND, Esq.

Evidence of S. Woods (sworn) :

The price of $3\frac{1}{2}$ -inch wrought nails, such as sample shewn me (Exhibit No. 27) called best wrought pressed Star Head $3\frac{1}{2}$ nails, would be

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

sold in St. John's at full value, \$5.50 per cwt. ; if in quantity, a little under that price. I think they could be sold in larger quantities than a hundred-weight at \$5 and leave a good profit. The value of 5-inch nails, same quality and brand, is \$5. This nail in quantities over a hundred-weight, could be sold for \$4.50 or \$4.75. The very best octagon crowbar steel is at the present day 15 cents a pound in this market. It has fluctuated very little, and to my knowledge has not gone over 15 cents for the last five years. I have sold it about four years ago at 12 cents per pound.

SIDNEY WOODS.

Sworn before to us this 14th day of Dec., 1892.

R. BOND,
GEO. ROWLAND,
Commissioners.

DECEMBER 15TH, 1892.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

Evidence of Mr. BURCHELL (sworn) :

I am Government Engineer. Beyond the purchasing of telegraph supplies, I have never had any experience in the construction and operation of telegraph lines, except in the erection of telegraph lines in connection with railway systems. This was in connection with railways subsidized by the Nova Scotia Government and several American railways, and lasted several years. The purchase of telegraph supplies was in connection with the Canadian Government. From my knowledge of woods, I should say oak brackets were better than birch brackets. It is characteristic of birch that, if exposed to alternate wet and dry weather, it speedily rots. If well seasoned before painted, painting would tend to preserve birch. During the course of the construction of the Placentia railway, and for some time after, a line of telegraph was

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

being run parallel to the railway track. Arrangements were made with Mr. Mackay to erect a line, we bearing portion of the expenses. Particulars I don't recollect. After several miles had been completed and an extension of the line was required, it was found that there was a misunderstanding as to the original agreement with the Telegraph Company, and that there was doubt as to their using the line as a substitute in part for the old land route between Heart's Content and Placentia, which seems to have been taken into consideration in the original arrangement. Owing to these difficulties, the original arrangement of building the line throughout in time to be of service for construction purposes fell through, and the line, as now built, was not completed until after the railway was built. I never contemplated that the Govt. would have to pay half the cost of that line as now built. The agreement, as I recollect it, was one that secured to the Government the use of one wire for telephone purposes. I think we were to have paid for the labor of erecting the line, material to be found by the company. Full particulars as to the agreement will appear in the correspondence to be found in the Colonial Secretary's office for the years 1889 and 1890. In reply to your question, namely: Apart from any agreement that may have been made with Mr. Mackay for the erection of a telephone line along the Placentia Railway, do you consider that the Government of this colony have a right to the erection of a telephone or telegraph line along their lines of railway for railway operating purposes? or, to put the question more concisely, would you consider the erection of a telegraph line along the line of railway as essential for the safety and conduct of its business, and therefore a part of its equipment? I would answer that the telegraph line is an essential accessory to the railway. With regard to the Government's rights under these circumstances, I had the opinion of the late F. N. Gisborne to the effect that the Government had an unquestionable right to build telegraph lines in connection with their railways for railway purposes. I believe Mr. F. N. Gisborne was a party to the first charter. If not, he was the principal promoter of the scheme, and probably had most to do in securing the original charter. In view of the railway extension north and west, I believe that the best results, economically and otherwise, would follow the transference of the main telegraph lines to the lines of railway. I think it would be of very great advantage to have one of the section men in each gang equipped as a telegraph repairer. It

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would not only expedite repairs, but would curtail the cost of maintenance. Station masters, being operators, would also reduce the cost of telegraph operation for public business, as the railway agents could attend to all telegraph business. Plugs and brackets were used in connection with the telegraph line to Placentia in 1889, I think. There was one cross-arm to each line. I think there were forty poles to each mile. There were about twenty-seven miles. I am not sure whether the top line was carried by a plug or bracket. I think that, originally, the Government telephone line was the lower line, and was carried in brackets. I don't know whether it has since been altered.

H. C. BURCHELL.

Sworn to before us this 15th day of December, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

DECEMBER 22, 1892.

PRESENT :

HON. R. BOND ; HON. R. H. O'DWYER ;
GEORGE ROWLAND, Esq.

Evidence of Mr. SMITH (sworn) :

George Sutton was repairer at Conne River. The Anglo-American Company send a man out from Conne River, on the Harbor Breton line, towards Harbor Breton. Sutton is a repairer in the Anglo-American service. The man represented by the name of George Sutton was an employe of the Anglo-American Company at Conne River, and received a monthly salary as such. I don't know whether he received two salaries as such—one from the Anglo-American and one from the Government. I don't remember what his pay was. I don't think the

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party represented by the man Sutton was paid on account of the Government. The operator at Harbor Breton did not charge \$14 per month in his monthly statement for the man George Sutton, or party represented by that name. This was a charge made against the Government by the Anglo-American Company, so far as I can understand. These things are too far back for me to remember. All I can remember about this matter is this: that instead of the charges for casual repairs from the Conne River end of the Harbor Breton line being made as they occurred, my instructions were to charge \$14 per month regularly. I don't remember now whether Mr. Leslie received credit for that. Whether any repairs were done or not, the standing charge was made. This continued up to 1888. Such an amount is not now charged to the Government. I don't remember now if I discontinued this of my own volition. I don't remember the discontinuing of it at all, and I don't know why it was discontinued. Repairs are paid for now as done. A portion of the \$28 charged against Nipper's Harbor and Bett's Cove for repairer, viz., \$18, was paid to Mr. Cunningham, the operator there. I don't know who got the balance. When I went to the telegraph office in 1881, there was a statement-book, opened, I think, by Mr. Stott, and there was a ledger kept, into which salaries and disbursements of employes, etc., were posted directly by single entry. When this system was changed in 1888 to a double entry system, the discrepancy then between the operator's credit and the charge in the statement-book was noticed, and the change made accordingly. I don't know who was responsible for this. Mr. Stott opened the statement, Mr. LeMessurier kept the ledger. Mr. LeMessurier kept his book by single entry. When I discovered the discrepancy, I let the matter alone. I don't think I ever told Mr. Mackay. Mr. Mackay received the difference for all that time, and owes the money to the Government now, so far as I know. I did not credit the Government back with it. I did not consider it my duty to do so. I relieved myself of the responsibility of this by telling someone. Although I know that this credit was not made, I furnished subsequent accounts sent in as clerically correct. I swear that I informed my superiors of the fact. I informed Mr. Stott about it at the time that I discovered it. Mr. Stott was Superintendent of the Government service in 1888. I informed him for the purpose of relieving myself of the matter. I didn't want to have anything to do with it. As far as my knowledge goes, the sum of \$840 would be owed

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by Mr. Mackay. Mr. Abbott's pay has been, since in the Anglo employ, \$40 per month. This would run concurrently with the Government pay. He would be in a joint capacity. He has only been a regular employe of the Anglo-American Company for four years, but has been employed as occasion required. I do not think Flemings give a discount. I have never seen one.

ROBERT SMITH.

Sworn to before us this 22nd day of December, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

DECEMBER 22ND, 1892.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

Evidence of MR. T. S. POOKE (sworn) :

We import some of our electric supplies from John Starr, Son & Co., Halifax—insulators and brackets. They are manufacturers' agents for some lines of goods. They would have to import insulators and brackets. I believe they would be allowed a trade discount on supplies purchased. They do import Greely & Co's. brackets and insulators. We use an insulator called the double petticoat insulator, the kind marked 444151, page 286, in Greely's catalogue, marked as Exhibit I, and priced there at 5 cents each. We paid \$40 per 1,000, or 4 cents each. The difference in the catalogue price and the price paid Starr &

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Co. by us would be the discount allowed. That is the best insulator we know of.

T. S. POOKE.

Sworn to before us this 22nd December, 1892.

R. BOND.
 RICHARD H. O'DWYER.
 GEO. ROWLAND.
Commissioners.

DECEMBER 22ND, 1892.

PRESENT :

HON. R. BOND ; HON. R. H. O'DWYER,
 GEO. ROWLAND, Esq.

Evidence of D. STOTT (sworn) :

I stated in my former evidence that certain repairers were dismissed. Some of them were dismissed upon my recommendation. I think I recommended the dismissal of Curran, of Gambo ; LeMoine, Bay of Islands ; also Vincent ; perhaps, the whole of them. I recommended their dismissal for insubordination. It was my intention that their places would be filled immediately. I discharged no man except on Mr. Mackay's order, and after I had reported them for insubordination. It was ordered, probably, on my report, and their places ought to have been filled by Mr. Mackay. With reference to my former evidence on the subject of an interview held between Mr. Smith and myself and the Colonial Secretary, I do not remember Mr. Smith stating to the Colonial Secretary that he (Mr. S.) objected to the contract being taken by Mr. Mackay, as he (Mr. S.) thought the terms too low, and that Mr. Mackay could not afford to take it ; that it would further involve him. All that I know is that Mr. Smith was about leaving owing to the dishonesty of Mr. Mackay, and I believe that was the reason why he went with me to complain to the Colonial Secretary. There was no concerted action on my part and Mr. Smith's to get Mr. Mackay out of his position for personal reasons. It is not correct that in 1888 I made overtures to Mr. Smith to supplant Mr. Mackay, so that the

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management of Government telegraphs would be placed in our joint hands. If Mr. Smith made such a statement it would be false. I am perfectly clear about this. I never aspired to getting charge of the Government business, and when it was intimated to me by the Government in December last year, or early in the following January, that they desired me to become General Superintendent, I declined the position on Mr. Mackay's account, and recommended that he should be continued provided there was an improvement in the system. I don't recollect making a statement, at any time, to Mr. Smith respecting an over-charge of zincs made by Mr. Mackay against the Government. I don't recollect ever giving him any figures relating to quantities of zincs supplied by Mr. Mackay. Mr. Smith gave me letters to give to Mr. Mackay. I gave them to him. They were letters complaining of mismanagement and wrong-doing. Mr. Smith informed me that he had seen a letter written by Mr. Mackay to the Colonial Secretary. He (Mr. Smith) said that in that letter Mr. Mackay asked for the support of the Colonial Secretary in obtaining a contract for his son Gower, and if he succeeded, Gower would then require no superintendent, no accountant, and no storekeeper. Mr. Smith suggested that we should both write Mr. Mackay about it, protesting against the contract in our own interests. Mr. Smith was very much excited about it—about the possibility of Gower Mackay getting the contract, and consequently of his losing his place. We were talking about it together. He volunteered the information to me about the letter to the Colonial Secretary, and when giving it was very much excited. This was in the afternoon, and in the evening, when Mr. Smith came back to the office, I was writing my letter to Mr. Mackay on a sheet of foolscap. I gave him the letter to read. He read it and concurred in it. That letter protested against the contract. I don't remember its exact wording. As I did not keep a copy of it I cannot give it. Mr. Smith then wrote a letter to Mr. Mackay, of the same nature as mine, and I took both to Mr. Mackay. If Mr. Smith had not told me about the letter to the Colonial Secretary, in which, so Mr. Smith alleged, it was stated that the superintendent, accountant, and storekeeper would not be required, I should not have written to Mr. Mackay as I did, as I would not have known there was any treachery going on. I was urged to write from information received from Mr. Smith as to contents of Mr. Mackay's letter to the Colonial Secretary. I never saw the letter or heard about it from

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anybody else. Mr. Smith told Savin of the likelihood of his services being no longer required in my presence, and they both waited at the telegraph office until my return from Mr. Mackay's, to hear what he had to say upon the reading of the letters. When I entered Mr. Mackay's room he was playing card-solitaire. He read the two letters, put them down without saying anything, and went on playing. After waiting half an hour, I got up to leave. Then he commenced talking about the letters. I accused him of trying to get me out of my position. He denied it. Mr. Mackay then said that if there was going to be trouble, he'd stop the contract. Nothing further was said. I reported what had taken place to Smith and Savin. I think Mr. Smith told me that the information given him was confidential, but he read my letter to Mr. Mackay and approved of its contents. I never kept a statement-book in 1881, and never subsequently kept one. If it were so stated, it would not be correct. I may have copied in a statement or two for Mr. LeMessurier or Mr. Smith, but it was never my duty to keep such a book and I never did. In 1891 Mr. Smith told me of a discrepancy in the Bett's Cove and Nipper's Harbor accounts, and that such had existed for several years. This was the first I ever heard of this. Mr. Smith did not report this to me in 1888 as Government Superintendent, or in any other capacity. I was not Government Superintendent until 1st June, 1889. When he did inform me in 1891, he told me merely as a piece of news and as evidencing the discrepancies in the accounts generally, he also told me about the additional charge to the Harbor Breton account, but I forgot to tell the Colonial Secretary about that. I would have no means of knowing anything whatever, at any time, in connection with accounts until I was appointed Superintendent by the Government. Mr. Smith told me Mr. Mackay was profiting by these charges at the rate of \$10 a month for Bett's Cove and \$14 a month for Harbor Breton. I have never seen a plug used in the Government service. I have never seen rod-iron, or washers, or nuts used in the Government service.

DAVID STOTT.

Sworn to before us, this 23rd day of December, 1892.

R. BOND,
RICHARD H. O'DWYER,
GEO. ROWLAND,
Commissioners.

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

DECEMBER 23RD, 1892.

PRESENT :

HON. R. BOND, GEO. ROWLAND, Esq.

Evidence of WILLIAM ABBOTT (sworn) :

I am a telegraph repairer. I have been with the Anglo-American Company the last three or four years. Prior to that was in Mr. Mackay's private employ, possibly for fifteen or sixteen years. I have never been a Government employe that I'm aware of. Mr Mackay always paid me £10 a month for the time I was with him. I never received regularly any other payments. I received the £10 a month idle or working. Mr. Mackay frequently made me presents. I never gave a receipt, because I couldn't write. Many receipts were given by my time-keeper, who was Joseph Miller, sometimes, and sometimes my sons James or Michael. I have been building Government and Anglo lines. I built the Twillingate line. During the building of that line I was under wages with Mr. Mackay of £10 a month. I don't remember having given a receipt for \$120 for special work to L. G. Mackay in that year, *i. e.*, 1884. I believe I received an amount for preparing the work. At one time I received something for work on that line, but I can't remember when or what it was. The Twillingate line was completed in the one year—1885. I built the Fogo line after the Twillingate one. Very often I was paid some money by Mr. Mackay, but I did not know what it was for. It was outside my wages. I don't think I was in the Government employ in 1889. I think I was on the Heart's Content line. I think I was working for the Anglo-American Company in that year, for I recollect Mr. Smith telling me it was the first time I was on the company's books. At the present time I am an employe of the Anglo-American, and have been so about four years, since 1889. I believe I am the oldest line-builder in the country. I generally allow 35 poles to the mile. I use brackets on the Government lines, no plugs ; they are only used with cross-bars. I use all kinds of brackets. I consider oak brackets are best ; nothing will stand equal to it. A painted bracket would be the best. I re-built part of the Harbor Breton line. On the part of the line I re-built all the poles that were cut were used, and more. I can't say how many more. I re-built between 20 and 30 miles. The line was re-built from Conne River to Harbor Breton. Miller re built the other portion of the line. He built from Hermitage

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Bay to Harbor Breton. Never heard any complaints of the working of the line. I heard something about Mr. Leslie's repairer giving in a report about poles being broken. I use $3\frac{1}{2}$ and 5-inch nails for building. There can't be a better nail got than that now shewn me (exhibit No. 25). On an average, 70 nails are used to the mile where there are no shores and to a one wire line. Where there is a double or treble line there would be twice or three times the amount. Plugs are never used on Government lines. There can be none used except with cross-heads. There are no cross-heads or yards on the Government lines, and consequently brackets only can be used. It is a single line from the mouth of the Humber to Tilt Cove, and from Bay of Islands to Bonne Bay. The Twillingate line is a single line. Anywhere except where there is a connection with an office is a single line.

The foregoing having been first read over.

F. C. BERTEAU,

Witness.

his
WILLIAM X ABBOTT.
mark.

Sworn to before us this 23rd day of December, 1892.

R. BOND,
GEO. ROWLAND.
Commissioners.

DECEMBER 26TH, 1892.

PRESENT :

HON. R. BOND; GEORGE ROWLAND, Esq.

Evidence of HON. E. D. SHEA (*sworn*):

I was for twelve or thirteen years Colonial Secretary of Newfoundland, from 1873 to 1886, leaving in the spring of 1886. I presume the Act passed 15th April, 1854, with the amending Act thereto, to be the Acts under which the Anglo-American Company at present trans-

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act business with the Newfoundland Government. I should say that, if under that Act the Government gave the Company due notice to erect such lines as they might require, it would be the duty of the Anglo-American Company to erect them at their own expense. I should infer this from the 6th clause of the Act, and I think that if the company failed to do so within one year of the request thus made, then the Government could do so at its own expense, and inferentially these lines would become the property of the Government. I don't remember how matters were arranged when lines were commenced. I see this agreement (exhibit No. 18) between E. D. Shea on behalf of the Government and the Anglo-American Company. It is not dated or signed. I can't say whether it was ever executed. I should say the object of the agreement was to make arrangements for the construction of special lines. I have no knowledge of any instrument being executed which would alter the relationship between the Newfoundland Government and the Anglo-American Company as established by the charter of 1854. I don't remember whether Mr. Mackay ever charged a commission on the disbursements for the building of Government telegraph lines. I remember no letter or Minute of Council which would warrant him in making such a charge. If there was no authority, I presume such a charge would be irregular. I know of no such authority, and without it it would be irregular. I should say Mr. Mackay erected the lines under a notice to him as agent of the Anglo-American Company, and that was the position under which I always regarded him. During my term of office I always looked upon him as acting for the Company, and not an employe or servant of the Government.

E. D. SHEA.

Sworn to before us this 26th day of December, 1892.

R. BOND,
GEO. ROWLAND,
Commissioners.

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

JANUARY 7TH, 1893.

PRESENT :

HON. R. BOND ; HON. R. H. O'DWYER ;
GEO. ROWLAND, Esq.*Evidence of the HON. A. M. MACKAY (sworn) :*

Mr. Emerson appeared here this morning at my request. My only object in asking Mr. Emerson to appear was in order to prevent any improper questions being put; that I had been credibly informed that a witness before this Commission (Mr. Stott) had been asked whether any goods had been purchased at Gleeson's and sent to my house which were charged to the Telegraph Company or to the Government, he wasn't sure which; my object in asking Mr. Emerson to be here was to prevent such a question being put. I also desired that he might be here to see that all the evidence was taken down, not merely parts, as I am informed was the case in Savin's instance. I am General Superintendent of the Anglo-American Company in this city. I am also General Superintendent of the Government System of Telegraphs. I have managed the Government lines from 1877 inclusive (since they had a Government line) until now. Prior to May, 1892, I had no written official appointment. I can't recollect whether I received this appointment verbally at any meeting of Council. Correspondence took place between the Government and myself out of which my appointment came. The Government system of telegraphs has been built by me as the agent of the Government, and not in my capacity as General Superintendent of the Anglo-American Company. The company had no knowledge of half the lines built by the Government. They had knowledge of offices being operated at certain points, but not of the lines reaching those points, until last year. For building Government lines I charged and was paid five per cent. on the cost. No other charge was made by or paid to me in connection with the building or working of these lines; but there was an account opened by Mr. LeMesurier, our book-keeper, to which were credited certain small sums to provide against losses by clerks in transmission, but not as salary. This was ~~not~~ sufficient to cover any actual losses. Bett's Cove and Conne River were the only instances, so far as I know, where the charge was made—\$6 or \$8 per month at the former, and \$12 or \$14 per month at the latter, covering a certain period. I don't know how long. The

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five per cent. charge was fixed by myself. Mr. LeMessurier fixed the other. The Government would be aware of the five per cent. charge independent of the entry in the accounts, but not of the suspense account unless Mr. Glen, the auditor, acquainted them. I am not certain that Mr. Glen was aware of this. In the early days, the Anglo-American Telegraph Company were notified by the Government that they required lines to be built; afterwards, the company having declined, the Government built such lines as they desired, after notifying me. I don't think the Anglo-American were aware that I was charging a percentage on the construction of Government lines at the time. Subsequent to the building of the first line, the Anglo-American Company were not notified by the Government of the Government's desire to build further. It is possible that they may have once. The Government notified me of their desire to build, I consider, as their agent. To the best of my belief, I made no charge subsequent to 1886 for my services, until 1889. In that year I charged \$1,000. It was not done with the knowledge and consent previously given of the Government, but was on the accounts sent up to the Government. Clerical assistance was also charged for. Vouchers, as far as I know, full and complete, were furnished the Government at the close of each year for that year's disbursements of all kinds, *i. e.*, provisions, telegraph supplies, and local salaries. I am not certain about outport salaries. To the best of my knowledge, this was invariably furnished, together with an annual statement. Original invoices were sent to the Government for goods when we imported them for the Government. When we were building we would import goods for the Government, not otherwise. When not building, the goods would be obtained from the Anglo-American Company. There was a current account between the Anglo-American and the Government for goods obtained from the former, settled once a year. The store-keeper would notify the book-keeper of goods obtained, and he would make the entry and collect in the early part of the next year. Goods would be supplied on my requisition to the store-keeper prior to 1888; since then by Mr. Stott—in both cases without reference to the Government. I knew, generally, all I could know with regard to prices. I had ascertained the prices of different firms at different times as to the cost and quality of similar goods to those required by the Government, and bought from the parties I considered the best. I think the purchase of wire from Messrs. Johnston,

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Nephews, of Manchester, referred to in exhibit 31, was made on account of the Anglo-American Telegraph Company. The Burin and Twillingate lines were built during that year. I charged the Government £24 10s. for this wire. The Government was evidently short of wire, so I obtained it from the company and charged them the prices paid by the company. Zincs and coppers were purchased from Tillotson up to 1887. Subsequent to that they were made here, I think. I discontinued purchasing from Tillotson & Co., because I could make them cheaper than I could import them. I tried no other firm on behalf of the Government with reference to these. Relays, since 1889, have been purchased from Kimble, Fleming, & Co.; prior to 1889, mainly from Greely. I never heard of any discount being allowed on these goods by any firm. I never got a discount in my life. Climbers, insulators, and tools were bought from Fleming since 1889, from Greely prior to that. All the Government wire from the first was bought from Temple, except any small quantities required to fill in. Until this year I charged the Government 45c. for zincs and 22c. for coppers. I think that at the time this was the cheapest rate at which they could be procured. I don't know whether zincs and coppers could be imported ready-made cheaper or not. At one time I imported painted and unpainted oak brackets from Greely, New York—I think up to 1885. After that date I obtained wych-hazel brackets from Mr. Duchemin. I paid him 4c. less 5 per cent. for these, and that was the price charged the Government. They were not painted, but at first were steeped in oil, but that was abandoned afterwards. Greely's oak brackets cost, landed here, \$28 or \$29. I recognize the account handed me, exhibit No. 31, as an account of the Anglo-American Company submitted to the Government. I was requested by Mr. Weaver to purchase all I could in the local market, for instance, paper, forms, etc., even at an advanced cost. Acting upon this suggestion, I made the charge for the Company, and in my executive capacity as Superintendent of Government Lines, I adopted Mr. Weaver's suggestion *in re* brackets. The zinc produced, marked Z, is the zinc we supply this year to Government offices. Prior to this year I furnished them with partly the same and partly a heavier kind. I always charged, since 1885, \$50 per thousand for insulators, plus charges. This was their actual cost. The charge for plugs, rod-iron, and washers in 1889, and 500 pins in 1885, would be an error. The Government use no plugs or pins, except one

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mile to Carbonear. With regard to the 15,344 brackets charged by Duchemin to the Government in 1889, I cannot swear that they were furnished to the Government. In January, 1890, I was very ill in bed, and unable to check the accounts, and only just able to sign them. I explain my statement to Mr. Weaver that the account put in for brackets, dated the 9th June, 1892, in which the Government is charged \$40 for 1,000 brackets, was an estimate in this way: it was an estimate to partly cover a requisition for money required at that time. The brackets were charged at the solicitation of the superintendent, Mr. Stott, they not being in stock at the time. As we contemplated getting them from Duchemin, the charge of \$40 would have been correct, but he failing to deliver them, I had to procure them from New York, and on receipt of invoices of their cost, *i. e.*, \$30 landed here, a new account was furnished charging their New York cost and charges. Mr. Abbott's regular wages were \$40 a month, whether he worked or not. He was in my private employ up to 1888 or 1889. The Anglo-American Company have paid his wages since 1888, except one month, I think. Amount paid by the Anglo-American Company for his wages was \$40 per month. Abbott's wages were charged to the Government at the rate of \$60 per month, for this reason, that, whilst I was willing, he being my servant, to let the company have his services at cost per month to me, I was not willing that the Government should have them at the same rate, as they were well worth much more, as, for instance, had I been able to let the Government have him in 1881, he would, in surveying the Harbor Breton line, have saved the Government \$1,600 by shortening the route since accomplished. The amount was not paid to Mr. Abbott while my servant, I getting his whole salary. After he left me and became a servant of the Anglo-American, Mr. Abbott got his \$40 a month from the company plus the \$60 from the Government. If a bonus was paid to Abbott and charged to the Government, plus his salary, I would receive that during the time he was my servant. The \$100 charged as a gratuity in 1885, and for which receipt was given, ought not to go to Mr. Abbott; it should go to me, Mr. Abbott being my servant. If Mr. Abbott has stated that he has never received more than \$40 a month for his services, it would, I think, be incorrect, as since he left my service in 1889 any gratuity or salary would be his. I have no absolute knowledge that he was paid, not being paymaster, but I took it for granted that all was correct. Saunders was relieving

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clerk. He was retained because it was considered necessary that there should be a railway clerk. He got \$60 a month. He has been nominally an Anglo-American Company's employe this year. I don't think he performed any services for the Government last year—1892. I can't say if he performed any in 1890. Tobin is superintendent of repairers. He is paid all the year round, but he doesn't generally work in winter ; in fact, the less he does in winter the better the Government ought to be satisfied.

THURSDAY, January, 12th, 1893, 3.15 P. M.

Evidence (continued) of MR. MACKAY, the same members of the Commission being present :

The account which I referred to as having been opened by Mr. LeMessurier to provide against losses by clerks in transmission, was opened by Mr. LeMessurier subsequent to 1878. I can't tell whether it was continued up to 1888. Mr. Smith, as book-keeper, would have knowledge of that account from the time he became book-keeper, or after Mr. LeMessurier died. Such losses have been charged to the Government since 1888. There would be no charge for repairs for Harbor Breton line apart from the \$14 per month. The line from Cape Ray to St. George's Bay was built new in 1888. It was built under contract with the Government at the rate of \$120 per mile. The contract was not in writing. It was made with the Executive, at the Council Board, in the spring of 1888, after the House closed, in April or May. The line was 79½ miles long, \$120 per mile. I know nothing about the time the payments were made, but I think bulk of the payment was at the end of the work. The balance of \$500 was not paid until some time in 1890. I don't think there was an address passed for the work and payment. I've no recollection of it, at any rate. I should think no vouchers were furnished to the Government for this work ; there might or might not be. A contract was not discussed with the Council except as a guarantee on Mr. Mackay's part that the cost would not exceed \$120 per mile, which I stated to the Government I would give provided the other guarantee was given that I would be paid that amount. Sir Robert Thorburn told my son, on his applying for a

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warrant for final payment, that \$500 would be withheld until the line was measured and distance verified. I do not know whether the distance was verified or not. There was a half a mile difference between my son's and Abbott's statements. This information I only give on hearsay, as I was not in the colony. I remember Mr. Goodridge being present at that Council meeting and making a remark about Stott's account. Sir Robert Thorburn and Mr. Fenelon were also present. There were others, but I don't remember who they were. Mr. Smith never informed me respecting any communication he made to the Government relative to the building of that line. He never stated to me that he had called upon the Colonial Secretary in reference to it. He informed me that he had entered a protest to the Government against my getting a contract in 1891. I think he told me he would do so, or rather he told another party, who told me. I never heard that he informed the Government that there was any fraud in connection with the building of the Cape Ray line. I was absent from the colony during 1888. I don't remember that Mr. Smith had any communication by letter with me as to the absence of any vouchers for the building of that line. I don't remember, but it is quite likely I may have written Mr. Smith, directing him to ask the Government for payment at the end of the work. I am clear that Mr. Smith did not ask me for any explanation regarding the building in 1888 of the Cape Ray line in 1891. Mr. Smith knew from me in 1888 that I had a contract, and put a bill in for it for \$9,500, \$9,000 of which was paid at the time and \$500 a year and a half after. There can be no doubt but that Mr. Smith knew in 1888 that there was a contract. I may have told Mr. Smith that I hoped the Government would pay me more than the \$9,500 if it cost me more. It didn't cost more, and therefore I didn't apply for any more. If Mr. Smith says there was anything wrong about the building of that line and the rendering of the accounts, I can only say that it was the cheapest line ever built in Newfoundland. If there was anything wrong in the rendering of the account, I know nothing of it. I never saw the account. The line, as represented, was $79\frac{1}{2}$ miles, for which a bill was rendered, as I am informed, for \$9,500. The reason there are no vouchers for this expenditure is that there was a contract for the work. The book-keeper's salary (Mr. Smith's) was increased by me in 1892 to \$600 without reference to the Government. I thought the amount of work to be done justified the increase. Prior to 1890 he

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received \$400, I think. He was not appointed book-keeper by the Government, and not with the sanction of the Government, beyond that his name may have been seen in the accounts. When I say that prior to 1890 he got \$400, I think he originally got \$200 and then \$300. At no time was his salary fixed by the Government; it was always done without reference to them. Up to 1889 there was always an amount paid Mr. Stott as check clerk. I couldn't say whether the amount he received was for himself or to be distributed. It wouldn't be paid to me for distribution, so I wouldn't know how it was distributed, if it was distributed. I had a contract with the Government in 1891 to maintain and conduct the Government system of telegraphs. I stopped the charge for office cleaning in July of that year. I am not aware that any reduction was made in the quantity of coals. It has come under my notice casually that I paid for more coals in Greenspond in 1891 than the Government has paid in 1892. Repairers were dismissed in that year. One was dismissed 1st May, 1891, from Bonne Bay, another from Gambo, late in the year; I don't remember when. Their places were not filled during the contract year. The Bonne Bay repairer's position has not been filled since. The Gambo repairer has recently been appointed, in consequence of the late stormy season, at the suggestion of Murray, who recommended it being done temporarily. The repairing force has been the subject of variation from the beginning, according to the condition of the lines. Bonne Bay had a repairer from the beginning. In October, 1890, I consulted Mr. Stott as to the propriety of discontinuing one of the men at Bay of Islands, whereupon he suggested that two men be left at Bay of Islands and that Vincent be dispensed with at Bonne Bay, to which I agreed. He wrote a telegram, giving him notice to leave at the end of the year, which seeming to me harsh, I ordered him to substitute the 1st May next (1891) as the time when he should leave. This was done. The amount allowed for repairer at Tilt Cove was dropped. It was given for the purpose of raising Mr. Cunningham's salary. He expressed himself to me as being careless about its being continued, as there was no money in it. I think ten cable-houses were made in 1891. I sent a carpenter with Mr. Stott to put them up. The Harbor Breton line, from the Anglo line (a few miles this side of Conne River) to Harbor Breton, was built during the contract. Its length, as I am informed, is 51 miles. I have never received any complaint as to the working of this line or as to the

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

manner in which it was built. It was built by Abbott and Miller, two of our best men. I saw a message from Mr. Leslie alluding to Miller's rotten poles. It came to me. I never saw a message from Mr. Leslie to Mr. Stott in reference to this line. Neither Mr. Abbott nor Mr. Miller knew from me that there was a contract, and received their orders to build the usual good line, as they had been in the habit of building for the Anglo-American Co. I considered all clerks usually employed by the Government in their telegraph system as being Government officials during the contract year. All these employes were paid their regular salary during the contract year. Mr. Smith did not inform me that the arrears account was disputed at a meeting of Council at which he attended. I requested Mr. Smith to attend that meeting, as I was unable to do so. The account is the same as when originally rendered, except that subsequently it was altered somewhat by making a credit entry for Newman's unpaid bills. I called the attention of the Government at the time the account was first rendered to the fact that Newman's bill or bills was not receipted because not paid. This communication was to Sir W. Whiteway, but not upon his complaint, but simply because the bill was not receipted. I have no recollection of Mr. Smith complaining or ever writing me a letter with regard to the management of the Govt. system of telegraphs. I don't remember his threatening to leave because of my management of the Government telegraphs. He threatened to leave, but that was for other reasons. The letter (Exhibit 2) of date 23rd February, 1891, from Mr. Smith to me, does not, I think, contain any reference to Government business. I had no reason to believe that Mr. Smith was displeased at the manner in which I was managing Government telegraphs, and I did not know that he made any such representations to the Government. Nails necessary for Government lines were obtained from Mr. Gleeson and Mr. Duchemin, latterly from Mr. Duchemin, as he imported a special brand. I don't know what was paid for them; I didn't look into the prices for nails. We bought steel anywhere we could get it. There are all kinds of climbers; some have straps, some haven't, and that regulated the price. I remember a number of lamps being charged to the Government in 1890 and 1891. I did not import those lamps; my son did. I don't know whether a bill was presented for those lamps in the name of James Gleeson. I don't know how many lamps there were. The lamps were sold to the company and the Government. I don't know in what name the bill was

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

rendered to the Government. It is not correct that I instructed Mr. Savin to go to Mr. McCoubrey and make out bills for those lamps, and to receipt them. If Mr. Savin made a statement to that effect, it might have reference to my son.

Sworn to before us this 9th and 12th days of January, 1893.

R. BOND,
GEO. ROWLAND,
RICHARD H. O'DWYER,
Commissioners

On January 9th, 1893, the following reasons were given to Mr. Emerson as to why the Commission objected to his appearing in Mr. Mackay's behalf, viz. :

That Mr. Mackay was summoned here as a witness and not on his defence, and that if the only object of Mr. Emerson's presence was to prevent any improper question being put by the Commission, it would be apparent that it was quite competent for Mr. Mackay to object to answer such a question. In reference to Mr. Savin's assertion, as cited by Mr. Mackay, it was explained that all the evidence was taken down as given by witnesses, then read over to them, and they were requested to sign if correct. Exactly the same course would be followed in Mr. Mackay's examination, and if such was not done, it would be competent for Mr. Mackay to refuse to certify the evidence as correct.

R. BOND,
GEO. ROWLAND,
RICHARD H. O'DWYER,
Commissioners.

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

FRIDAY, JANUARY 18TH, 1893.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

Evidence of SIR JAMES WINTER, K. C. M. G. (sworn):

I was a member of the late Government from 1886 to 1889. I was also a member of the Government from January, 1879, to June, 1885. I have no recollection of the time when the Government first began the construction of Government lines. I never saw the agreement between the Government and Mr. Mackay. I always understood there was one, but I never saw any such agreement in writing. Personally I knew very little of telegraph matters. Beyond what came under my notice at the Council Board I gave very little attention to them. There was certainly an arrangement, but I am not able to say positively whether it was with Mr. Mackay personally or with him as agent of the company. I know that in carrying out the work he employed the offices, the staff, and the servants of the company, but under what arrangement or what terms between him and the company I can't say. I remember the building of the line from Channel to Bay St. George in 1888. Mr. Mackay was before Council several times in relation to telegraph management, etc. I am perfectly clear about this. I can't say he was summoned for any particular purpose. I don't remember his being specially present to discuss the building of the line just mentioned. I have no recollection of any contract. I think it very likely that an estimate as to the cost per mile was agreed upon. I am pretty confident that it was agreed as to the cost per mile, but whether it was a matter of contract or estimate I cannot say. I think an estimate was given before the appropriation was made by the Legislature, before it came into the hands of the Executive at all. If there was a contract, it should have been minuted; it certainly should have, and in the usual course it would be, and the agreement itself should be in writing. I do not recollect Mr. Mackay stipulating at the Council Board that the cost of that line should not exceed \$120 per mile, and obtaining from the Government a pledge that he should be paid that amount. It is quite possible that it may have occurred, as, as I have before stated, I charged

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

my memory with no particular note with regard to telegraph matters. I did not purposely abstain from taking note of this service, but I did not give it much attention as compared to other services. It was more of a commercial nature than some others, and appeared to me to pertain more to the commercial members of the Executive. I remember that in 1886 there was a question about Mr. Mackay's charging a commission on disbursements. At first exception was taken to the charge. The principle of commission was not in dispute, as well as I can remember. I can't define the dispute; I did not give much attention to it. I think the matter was adjusted subsequently, but even as to that I won't speak positively. I have no recollection of Mr. Mackay being before Council with reference to complaints with regard to management, charges, or accounts of Government telegraphs. I have only a dim recollection that in the furnishing of one of the accounts the expenses appeared larger to the Government than was warranted. I can't remember on what occasion. I think it was in the first or second year of the Thorburn administration. If my attention was called to any particular item, I might remember. I think there were differences of opinion among the members of the Executive themselves as to whether the service might not be managed more profitably to the Government under some other plan. This was a matter of opinion among themselves. I don't think the idea assumed the form of an official communication to Mr. Mackay or from the Government. I think it was only discussed among the members of the Government themselves in Mr. Mackay's absence. I don't remember what amount was paid to Mr. Mackay for the building or re-building of the Garia line. I don't know whether it was paid to him personally or not. I don't know what amount of money was paid out of the treasury for the building of that line. I think there was an address. I have no recollection of an amount of \$500 being withheld on account of the re-building of that line in 1888. My recollection of these matters of detail in connection with the telegraph service is very vague, for the reason that they were managed by or attended to by other members of the Executive, and I paid very little attention to them. As far as my recollection goes, from 1886 to 1889, I should think probably the Colonial Secretary, the Receiver General, and Mr. Goodridge would give attention to these matters. The Receiver General was absent from the colony in 1888 from

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

about March to November, with the exception of a short time when he returned from Halifax.

J. S. WINTER.

Sworn to before us this 13th day of January, 1893.

R. BOND,
GEO. ROWLAND.
RICHARD H. O'DWYER.
Commissioners.

JANUARY 13TH, 1893.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

Evidence of A. F. GOODRIDGE (sworn) :

I was a member of the late Government from 1886 to 1889. I have no recollection of the actual work done, but I was aware in a general way that the re-building of the Garia line was going on in 1888. I do not remember Mr. Mackay being summoned before Council relative to the building of that line. I don't think it is probable, however, or else I should have recollected it. As far as I recollect, the line was built in the usual way. I have no recollection of any special arrangement being made. There may have been, but I do not recollect if any special estimate was given for the building of that line. I am inclined to be positive that there was no special agreement with Mr. Mackay, but that the line was built under the custom obtaining under the previous Government in relation to the building of lines. If there was a contract, it should certainly be minuted, or there would be a recorded agreement. I should say that an undertaking involving the expenditure of thousands of dollars, such as that line, would not be permitted on a mere verbal agreement. I remember that payment of Mr. Mackay's accounts in 1886 was deferred pending some explanation in

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

reference to the charge for commission. I think the commission was subsequently paid, Mr. Mackay explaining this was his arrangement with the former Government; and he further explained that it would cost the colony more if they were to do the work themselves than by getting it done through his agency. Of my own knowledge, I do not know if Mr. Mackay was paid anything for his services in 1887 and 1888, except such as may appear in the account laid before the Legislature. I think a commission was charged in 1887 and 1888. I am not aware that there were any complaints made as regards the cost of this service, except what I have already explained. I don't recollect being present at the Council Board, Mr. Mackay being also present, and of my then disputing an account of Mr. Stott's for groceries. If there was any special point connected with these accounts I should remember it. I certainly expressed my opinion as to the excessiveness of charges in these accounts, and other charges as to commission, clerical assistance, etc., to my colleagues in Council. The maintenance account was not before the Government. The construction account may have been. I have no recollection that a balance of \$500 was withheld from Mr. Mackay in 1888.

A. F. GOODRIDGE.

Sworn to before us, this 13th day of January, 1893.

R. BOND.

RICHARD H. O'DWYER,
GEO. ROWLAND.

Commissioners.

JANUARY 13TH, 1893.

PRESENT :

HON. R. BOND ; HON. R. H. O'DWYER ;
GEO. ROWLAND, Esq.

Evidence of Mr. J. W. WITHERS (sworn):

I don't remember any minute fixing a commission as salary for Mr. Mackay for his services in connection with the Government tele-

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

graph system. I don't remember any communications as between the Government or Mr. Mackay in reference to commission. There was no authority for Mr. Mackay charging a commission or a salary for his services. As far as I know, at the end of each year, when the annual account came in, I presumed it was looked through by Mr. Shea. I examined the accounts to a certain extent. I didn't go minutely into them. I spoke to the Colonial Secretary (Mr. Shea) about the charge for commission, and also Mr. Fenelon. When the first accounts in which a charge was made for commission came out to me, I referred the matter back to Mr. Shea. I presume that Mr. Shea initialled a statement in aggregate and that the details came out to me. Mr. Shea didn't alter the account. I can't remember what he said about it. I presume that would be the accounts for 1877 and 1878 in which a commission is charged for total disbursements for 1877, 1878. The disbursements are for material, services of laborers, salaries to clerks in the office, operators, repairers, rental. Answering for the first accounts of which I have any impression, and which on consideration I believe to be for 1877 and 1878, Mr. Shea was not aware of the charge. The letter now handed me (exhibit No. 32) contained the conditions which I understood to hold in reference to the construction of telegraph lines by the Anglo-American Telegraph Company, except that the Government did not pay a definite sum as capital, but instead indemnified the company for actual cost of construction. Commission was paid up to the date that the salary was first charged. I don't know by what authority the salary was charged.

J. W. WITHERS.

Sworn to before us, this 13th day of January, 1893.

R. BOND.

RICHARD H. O'DWYER,

GEO. ROWLAND.

Commissioners.

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

ST. JOHN'S, N. F.,
Saturday, January, 14th, 1893.

DEAR SIR,—

Will you please attend at the Colonial Secretary's office on Monday next, at 10 o'clock, A. M., for the purpose of signing your evidence given before the Commissioners.

Yours truly,

GEO. ROWLAND,
For self and other Commissioners.

Hon. A. M. Mackay.

ST. JOHN'S,
January 16th, 1893.

GEO. ROWLAND, ESQ., for self and other Commissioners.

DEAR SIR,—

In reply to yours of Saturday evening last, asking for my attendance at the Colonial Secretary's office this morning, at 10 o'clock, for the purpose of signing my evidence given before the Commission, I would beg to say that I have to prepare a statement bearing on the subject of the Commission, to be handed in together with my evidence, and of which it will form a part according to the understanding with the Commissioners, which must take some time. I regret, therefore, that I cannot be ready on such short notice, and would submit that it is unreasonable to expect me to be ready at a day's notice whilst the Commission has been in session for over four months, as I am informed.

I would thank you to forward to me a copy of my evidence given on Monday and Thursday last, and also a copy of the telegram produced on Monday from Mr. Berteau, on behalf of the Commission, to Hon. R. Bond, Astor House, New York, 19th Nov. last, with the copy of its

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

translation on the back of the original delivered copy, as also a true translation, which was promised to be furnished on Thursday, but which was not furnished.

Yours very truly,

A. M. MACKAY.

ST. JOHN'S, January 16th, 1893.

SIR,—

Referring to your letter of this date, we beg to say that you were facilitated in taking down your evidence as you gave it before the Commissioners, so as to prevent any possible question as to the accuracy of the clerk's notes. You were examined on the 9th and 12th inst., and it can hardly be considered unreasonable on our part to request you five days later to call here for the purpose of completing the evidence; and we have again to request you to attend at the Colonial Building (Colonial Secretary's office) on to-morrow, at 4 o'clock, P. M., for this purpose.

We informed you at the close of your examination that we shall be pleased to receive any further declaration that you may desire to make, but as the examination has extended over a period of four months, and it is desirable that our report be made as speedily as possible, we cannot delay it for an indefinite period. You read a paper on the 12th inst., which you stated was that which you desired to put in as a declaration, and asked permission to take it away with you to make a few alterations or additions. If you have not had time to make the contemplated alterations, we shall be glad to wait for it a day or two; but that cannot in any way affect the signing of the evidence which you have already given before the Commission. Your application for a copy and translation of the cipher message sent by two of the Commissioners to the Hon. R. Bond, New York, on the 19th Nov. last, which came under your notice as Superintendent of the Anglo-American Telegraph Company in this city, and which you have already attempted to de-

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

cipher for your own purposes, we consider most impertinent, especially in view of the fact that at the close of your examination on the 12th inst. you made this message the occasion for a most malicious attack upon the Commission, which had condescended to explain that your translation of this private message was incorrect.

We have the honor to be, sir, your obedient servants,

R. BOND,
GEO. ROWLAND.
RICHARD H. O'DWYER.

ST. JOHN'S, Jan. 17th, 1893.

DEAR SIR,—

Mr. Mackay has gone to Placentia to-day on urgent business. He returns to-morrow, when he will send a reply to yours of yesterday's date.

I am, yours, etc.,

R. C SMITH.

Hon. R. Bond, Geo. Rowland, Esq., Hon. R. H. O'Dwyer.

ST. JOHN'S, NFLD., Jan. 24th, 1893.

Hon. R. Bond, Geo. Rowland, Esq., Hon. R. H. O'Dwyer,

Commissioners.

SIRS,—

Referring to yours of the 16th inst., previously acknowledged by Mr. Smith, I would respectfully repeat the request contained in mine of

EVIDENCE ON COMMISSION TELEGRAPH ENQUIRY.

the 16th inst., that I be furnished with a copy of my evidence given before the Commission on 9th and 12th inst.; and also a copy of the telegram dated 19th or 26th inst., from "two of the Commission" and addressed to the third, Hon. R. Bond, Astor House, N. Y. When this message was produced by the Commission on the 9th inst., it was distinctly claimed to be the act of the commissioners, and not Mr. Berteau's, although signed by him.

Your obedient servant,

A. M. MACKAY.

JANUARY 31ST, 1893.

PRESENT :

HON. R. BOND, HON. R. H. O'DWYER,
GEO. ROWLAND, Esq.

Evidence of F. C. BERTEAU (sworn) :

I am First Clerk in the Colonial Secretary's office. I have recently been engaged in indexing the minute of Council books from 1869 to 1889. I was also directed by the Colonial Secretary to make special search in the minutes of Council for the years from 1876 to 1891 for the purpose of discovering any authority for the charge of commission or salary by Mr. Mackay for services rendered by him in connection with the building and maintenance of the Government telegraphs in this country. I have also made search in the letter books and record books for the years mentioned, *i. e.*, 1876 to 1886. I could find no letter or minute that in any way conveyed the authority for the charge of commission or salary. I have made a *précis*, compiled from the minutes, records, and letters in the Colonial Secretary's office having reference to the construction of Government telegraph lines in this colony (*précis* handed in and marked 52). This will show that, with but four exceptions, all letters were addressed by the Colonial Secre-

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tary to Mr. Mackay "Local Manager" of, or, in some instances, General Superintendent of the "Anglo-American Telegraph Company." The exceptions alluded to are when he was addressed as A. M. Mackay, Esq. There is no minute or record indicating that a contract, or anything in the nature of a contract, was made with Mr. Mackay for the building of the Cape Ray line in 1888. There is no minute or record that would indicate that the Government were aware that a charge of \$1,000 per annum had been made by Mr. Mackay for his services subsequent to the year 1886.

F. C. BERTEAU.

Sworn to before us this 31st day of January, 1893.

R. BOND,
GEO. ROWLAND,
RICHARD H. O'DWYER,
Commissioners.

FEBRUARY 1ST, 1893.

SIR,—

We have the honor to forward herewith, for the information of his Excellency the Governor, our report upon the accounts, expenditure, and management of the Government system of telegraphs, together with the evidence taken in the enquiry.

We have the honor to be, Sir,
Your obedient servants,

R. BOND,
GEO. ROWLAND,
RICHARD H. O'DWYER,
Commissioners

LIEUT. W. S. MELVILL,
Private Secretary.

DESPATCHES.

Telegram from Sec. of State to Governor O'Brien.

(Received 19th April, 1893.)

Report of committee enclosed in your despatch 27 of 13th March has been received and considered by Her Majesty's Government. Negotiations for general settlement impossible until factory arbitration concluded. Arbitration confined to lobster question was accepted by delegates, and your responsible advisers appointed a member of the court. It cannot be abandoned. Interpretation placed by committee on arrangements with delegates as to permanent legislation cannot be admitted by Her Majesty's Government, nor can they commit themselves without further discussion to desired alterations; but they are willing to renew discussion with Colonial Government as to appointment of judges, provided selection remains with Her Majesty's Government, and leave question of appeal to Supreme Court for further consideration. Details and other points on which your responsible advisers lay stress impossible to settle in time for legislation in Newfoundland this session, and your responsible advisers should procure therefore extension of temporary Act as proposed. Her Majesty's Government will postpone question of Imperial legislation if this is agreed to.

Telegram from Governor O'Brien to Sec. of State.

(Despatched 26th April, 1893.)

Am desired by my Government to say they are prepared to accede to request of H. M.'s Government to re-enact for one year temporary bill, but they do so without in any way prejudicing or departing from position in relation to Treaty Shore question, as set forth by the Legislature and Government. Bill will be introduced at once.

DESPATCHES.

Telegram from Sec. of State to Governor O'Brien.

(Received 27th April, 1893.)

Extension for one year of Act cannot be accepted as satisfactory, and H. M.'s Government must, in view to concessions proposed in my telegram of 19th of April, insist on continuation of temporary Act to end of 1895, proposed in case of enclosure in your despatch 27, of 13th March and your telegram of 9th March.

[NEWFOUDLAND.]

No. 24.

DOWNING STREET,

28th April, 1893.

SIR,—

I have the honor to acknowledge the receipt of your despatch, No. 17, of the 11th February, forwarding a copy of a minute of Council, urging the necessity for the appointment of a British consular officer at St. Pierre.

Without specifying at present other considerations not relating to the colony under your Government, which might render this proposal inopportune, I desire to point out that, as you are already aware, the French Government was approached on this question last year, and declined to consider the matter pending the completion of the arbitration on the lobster question.

Nothing has transpired since that time which would lead me to anticipate that a renewed application would be more favorably received at present; and at all events, until such legislation has been passed as will ensure the permanent protection of the French fishery rights, Her Majesty's Government are of opinion that it would be undesirable to make any further representation to the Government of France on this matter.

I have, etc.,

RIPON.

Governor Sir T. O'Brien, K. C. M. G.,
&c., &c., &c.

DESPATCHES.

*Telegram from Her Majesty's Principal Secretary of State to Governor
O'Brien, received 6th May, 1893.*

Undertakings of H. M.'s Government contained in my telegram 19th April are dependent on the extension temporary Act for two years by Newfoundland Legislature during their present session. If this is not done, those undertakings fall to the ground.

RIPON.

EXHIBITS.—Commission Telegraph Enquiry.

EXHIBIT 32.—Copy of Hon. A. M. Mackay's letter to Hon. Colonial Secretary.

ST. JOHN'S, NEWFOUNDLAND,
17th August, 1876.

THE HON. THE COLONIAL SECRETARY :

SIR,—

Your communications, dated 24th May and 12th June, respectively, referring to telegraphic extension north and west, was duly received and forwarded by me to London, accompanied by an estimate of the probable cost of the extension required by the Government.

So far as I can judge, to complete the connection indicated, a capital of from £50,000 to £60,000 sterling would be required, and the working expenses of the lines after their erection would be about \$16,000 per annum, irrespective of renewals, which, with the interest upon the capital, would amount to about \$30,000 annually.

I am instructed by the Board to say that, after the experience gained by the Company in Newfoundland, it is futile to expect that the revenue arising from the new lines would ever pay even working expenses; we cannot, therefore, unaided, undertake the expenditure of so large a sum of money, and the heavy responsibility involved in so large an annual charge for working expenses.

We are perfectly willing, however, to render the Government every assistance in our power towards the erection of the proposed lines, and all the advantages of our organization already formed, and our long experience would be cheerfully given to the Government at cost price.

The Company would undertake the erection of the new lines upon being paid the bare capital outlay, and would work the stations in connection with their network of telegraphs upon being guaranteed the difference between revenue and charges.

We would be glad to receive a proposition from the Government embodying their views as to the erection of the lines in question, and,

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

whatever plan the Government proposes, it shall receive the careful consideration of the Directors, with a view, if possible, of carrying it into execution.

I am, Sir,

Your obedient servant,

A. M. MACKAY,

*Gen. Supt. and Local Manager Anglo-
American Telegraph Company.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 36.—Payments made by Government, account Telegraphs, 1878 to 1885, as per Financial Secretary's Books.

Financial Secretary's Statement of Expenditure on account of Telegraph Construction and Maintenance

1878.			
Dec'r 3—	To Savings Bank, to pay interest on \$17,000 advanced by the Bank for the construction of the Northern Telegraph.		\$765 00
1879.			
May 13—	To A. M. Mackay, North and West Telegraph Lines.	\$1,100 00	
Oct. 9—	Ditto.	2,500 00	
Dec. 13—	Receiver General, per Savings Bank, being interest on loan of \$102,300, from May 1st, 1879, to 31st Dec., 1879, or 8 months at 4½ per cent.	3,069 00	
Dec. 31—	Receiver General, for Savings Bank, for interest on account outlay	1,576 84	
	Ditto, account construction	699 99	
		<hr/>	8,945 83
1880.			
Feb. 25—	To A. M. Mackay, maintenance . . .	2,800 00	
April 8—	A. M. Mackay, extension	3,000 00	
Sept. 4—	A. M. Mackay, maintenance and extension.	1,500 00	
Dec. 22—	A. M. Mackay, rebuilding and equipping Cape Race Branch Telegraph Line	1,000 00	
		<hr/>	8,300 00
Dec. 31—	Receiver General, for interest on loan of \$102,300, at 4½ per cent. for year.		4,603 50

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 36 (continued).

**Financial Secretary's Statement of Expenditure on account of Tele-
graph Construction and Maintenance.**

1881.		
Feb. 14—	To A. M. Mackay	\$1,525 81
Mar. 2—	A. M. Mackay, advances on Northern Line	1,500 00
	A. M. Mackay, advances on Hr. Briton Line	600 00
April 26—	A. M. Mackay, extension and maintenance	800 00
May 30—	A. M. Mackay, extension Har- bor Briton Line	1,200 00
Nov. 18—	A. M. Mackay, balance of cost of Harbor Briton Line	3,658 50
		<hr/>
		9,284 31
Dec. 31—	Receiver General, interest on loan \$102,300	4,603 50
1882.		
Feb. 4—	To A. M. Mackay, on account ex- tension	4,028 48
Feb. 4—	A. M. Mackay, on account main- tenance	1,019 12
Oct. 17—	P. LeMessurier, extension	1,000 00
Apr. 10—	A. M. Mackay, disbursements and maintenance	1,800 00
		<hr/>
		7,847 60
Dec. 31—	Receiver General, 1 year's inter- est on \$102,300	4,603 50
1883.		
Feb. 10—	To A. M. Mackay, balance	2,826 52
May 22—	A. M. Mackay, disbursements	2,000 00
		<hr/>
		4,826 52
Dec. 31—	Receiver General, 1 year's inter- est on \$102,300	4,603 50

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 36 (continued).

Financial Secretary's Statement of Expenditure on account of Telegraph Construction and Maintenance.

1884.			
Jan. 18—	To A. M. Mackay	\$2,000 00	
Feb. 11—	A. M. Mackay, balance	1,603 50	
Apr. 28—	A. M. Mackay, North and West Lines	2,000 00	
Apr. 28—	A. M. Mackay, Northern new lines	2,000 00	
June 14—	A. M. Mackay, St. Mary's and Bay-de-Verde	2,000 00	
July 30—	A. M. Mackay, to meet "shorts" on North and West Coast Lines	1,500 00	
Aug. —	A. M. Mackay, Twillingate con- struction	4,000 00	
Nov 14—	A. M. Mackay, Mr. Boyd, M.H.A., on account sleepers	60 00	
Nov. 29—	A. M. Mackay, wire and material	2,500 00	
May 14—	Anglo-American Telegraph Co., amount paid Mr. Abbott for survey of line	220 00	
		<hr/>	17,883 50
Dec. 31—	Receiver General, 1 year's inter- est on \$102,300		4,603 50
1885.			
Mar. 10—	To A. M. Mackay, balance account maintenance	105 86	
Apr. 4—	Ditto	3,000 00	
		<hr/>	3,105 86
Jan. 20—	A. M. Mackay, Twillingate and Fogo construction	5,000 00	
	A. M. Mackay, Burin Line	5,000 00	

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 36 (concluded).

Financial Secretary's Statement of Expenditure on account of Telegraph Construction and Maintenance.

Apr. 14—	To A. M. Mackay, Twillingate and Burin Line	\$7,500 00	
May 30—	A. M. Mackay, Twillingate	5,000 00	
30—	A. M. Mackay, Burin	5,000 00	
Sept. 1—	A. M. Mackay, Twillingate and Burin Lines	10,000 00	
Dec. 30—	A. M. Mackay, deficit on Gov- ernment Lines	5,000 00	
			<hr/> 42,500 00
Dec. 31—	Receiver General, 1 year's inter- est, \$102,300		4,603 50
			<hr/> \$131,079 62
Total expenditure per Statement		\$131,079 62	
Add balance on account maintenance, overdrawn in 1881			974 19
			<hr/> \$132,053 81

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37.

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

1877.

June 11—To paid R. Peace & Co., for tinware, etc., for use of men on line..	\$18 10	
J. & W. Pitts, for provisions for men on line	90 90	
Thos. McMurdo & Co., medi- cines for men on line.....	5 50	
W. H. Thompson, sundries for men on line.....	5 84	
T. D. Scanlan, travelling ex- penses	42 00	
26—To G. Elmsly, for groceries for men on line.....	77 74	
W. H. Thompson, three gallons spirits of wine for use of line.	13 50	
Wm. Hunt, 3 soldering pots for line	3 00	
Betts Cove Mining Co., sundries for use of men on line.	24 77	
		\$281 35
Aug. 17—To David Palmer, freight sundries to Trinity.....	40 00	
Thomas McMurdo & Co., medi- cines for Abbott's crew on line	5 00	
Jas. Holt, freight of sundries.	13 30	
John Wiley, line craft from Deer Cove to Shoal Hr., Smith's Sound	44 00	
<i>Forwarded</i>	\$102 30	\$281 35

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$102 30	\$281 35
1877.		
Sep. 7—To paid David Palmer, freight from St. John's to Trinity Bay. . .	40 00	
Freight of wire per s. s. <i>Nova Scotian</i> from Liverpool	109 94	
17—To J. Siviour, freight 30 coils wire to British Harbor	6 20	
Thomas McMurdo & Co., 1 gallon spirits wine	4 90	
Warrington Wire Rope Works, for 241 bds. galvanized wire, £424 16s. cy	1,699 20	
30—To sundry truckage from June to this date	16 95	
		1,979 49
Oct. 9—To paid L. G. Tillotson & Co., for insulators, brackets, etc., from New York	646 28	
L. G. Tillotson & Co. for lightning arresters from N. York.	16 31	
David Palmer, freight shovels, hand-barrows, etc.	1 00	
P. Brown, Sound Island, for provisions and sundries for men on line	51 40	
J. Hollett, for provisions for Gosney's men on line	86 54	
R. H. Earle, for three clocks for Trinity, Catalina, and Bonavista	27 00	828 53
<i>Forwarded</i>		\$3,089 37

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>		\$3,089 37
1877.		
Nov. 6—To Wm. Eddy, for 83 days' labor on line	\$66 40	
P. Lamb, 76 ditto	60 80	
Wm. Flynn, 81 ditto	64 80	
Jas. Abbott, 78 ditto	62 40	
Patk. Flynn, 58 ditto	46 40	
Patk. Dunn, 64 ditto	51 20	
Geo. Christian, for passage of 10 men from Trinity to St. John's	20 00	
9—To J. J. Perry, for truckage poles and line waggon, Catalina	30 20	
Ed. Foley, for 138 days' labor..	138 00	
Thos. Hennebury, 125 ditto...	125 00	
W. Grieve & Bremner, for provisions, etc., for men on line.	159 80	
16—R. Goff, for furniture for Trinity, Catalina and Bonavista offices	77 77	
John Tobin, 5 days' board.....	3 50	
W. Grieve & Co., for 2 gallons b. linseed oil... ..	3 40	
		909 67
Wm. Tobin, expenses from Harbor Grace and board in St. John's	4 50	
A. M. Blackadar, for sundry labor on line, as pr statement	928 00	
R. Adams, 1 mos. labor on line.	20 80	
		953 30
<i>Forwarded</i>	\$953 30	\$3,999 04

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$953 30	\$3,999 04
1877.		
Nov. 16—To Jno. Balson, ditto	20 80	
C. Barrett, ditto	20 80	
Jno. Mills, ditto	20 80	
L. Phillips, 2 months' ditto	41 60	
John Patterson, for work on Trinity line	24 80	
M. Green, ditto	24 00	
Thos. Green, ditto	24 00	
Robt. Green, ditto	24 00	
Samuel Carnell, for 21 hand- barrows	82 50	
Jas. Gleeson, for sundries for line, per voucher, £61 3s. 9d	244 75	
A. Doherty, travelling expenses for men on line	16 00	
Geo. Dicks, for making tents for use of men on line	260 13	
Jas. Dodd, 152 days' work on line	152 00	
John Walsh, 134 ditto	134 00	
Jno. Abbott, 96 ditto	76 80	
Jas. Griffin, 96 ditto	76 80	
Wm. Tobin, for provisions on line	21 80	
Phil Smith, passage of 4 men from Trinity	8 00	
P. Sinnott, for work on Trinity line	49 60	
M. Green, ditto	49 60	
<i>Forwarded</i>	\$2,326 08	\$3,999 04

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$2,326 08	\$3,999 04
1877.		
Nov. 16—To Jas. Keefe, ditto.....	49 60	
		2,375 68
John Patterson, for labor on Trinity line	24 80	
Nov. 23—To J. Walsh, extra services on line.	20 00	
P. Bisco, freight of bars, etc., from Trinity	1 00	
Owners s. s. <i>Plover</i> , for passages of men to Trinity and Bona- vista, etc	65 80	
Owners s. s. <i>Plover</i> , for freight of sundries to Trinity and Catalina.....	66 35	
Owners s. s. <i>Plover</i> , for freight sundries to Catalina and Bona- vista.....	2 20	
Owners s. s. <i>Plover</i> , passage of men to Trinity and St. John's	24 00	
Dec. 7—To J. Henebury, wages as skipper on line to 6th Nov., at \$40 per month	186 66	
W. Abbott, wages as skipper to 6th Nov., at \$40 per month .	194 50	
Thomas Stone, for 200 poles for Bonavista line.....	100 00	
G. Browning & Son, for 31 bags bread for Trinity, Catalina, and Bonavista.....	180 54	
<i>Forwarded</i>	\$865 85	\$6,374 72

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$865 85	\$6,374 72
1877.		
Dec. 7—To R. Peace & Co., for sundries for different stations.....	* 200 24	1,066 09
L. G. Tillotson & Co., for 200 bells, battery, 4 relays, sound- ers, and keys.....		500 00
George Elmsly, acct. for provi- sions, etc., as per bill.....		2,674 42
Insurance on \$15,000 on provi- sions, telegraph material, etc., from St. John's to Trinity, Catalina, Bonavista, at 1 per ct		150 00
Paid Baird Bros. for sundries for Catalina, Bonavista, p. bill		54 58
Rd. Goff, for Venetian blinds and chair for offices.....		71 20
J. & W. Pitts, for provisions as per bill.....		561 67
2 telegraphers, opening offices, ½-month each.....		33 33
T. D. Scanlan, account for labor, etc., as per voucher....		5,556 47
		<u>\$17,042 48</u>
1877.	CR.	
By cash received from Government.....		\$15,000 00
balance carried to account current for 1888		2,042 48
		<u>\$17,042 48</u>

Dec. 31st, 1887.

A. M. MACKAY.

P. P. LEMESSURIER, *Accountant.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

1877.	
To balance from 1877	\$2,042 48
Dec. 6—To paid Baird Brothers for rug canvas, etc., for Henebury's gang	49 54
Wm. McGrath, for crowbars, etc	4 54
J. A. Whiteford, 2 box compasses	1 30
Owners s. s. <i>Curlew</i> , freight sundries, per voucher, £23 17s...	95 40
7—J. A. Whiteford, 2 pocket compasses.	4 00
Wm. McGrath, for 1 dog	6 00
James Abbott	4 00
Thomas Henebury	8 00
S. S. <i>Curlew</i> , passage of 5 men to Bay St. George	65 00
S. S. <i>Curlew</i> , passage of 2 men to LaPoile	10 00
W. H. Martin, for 1 gun	20 00
L. G. Tillotson & Co., for insulators, brack- ets, nails, etc., from New York	492 00
24—Warrington Wire Works, 230 bdls. tele- graph wire from Liverpool	1,683 19
27—S. S. <i>Curlew</i> , freight to Little Bay and LaPoile	39 40
1878.	
Jany. 5—To freight 230 coils wire from Liverpool, per s. s. <i>Nova Scotian</i>	136 00
Cartage 19 loads wire, and labor	5 45
7—S. S. <i>Plover</i> , freight to northward	37 30
S. S. <i>Curlew</i> , freight of sundries	18 40
W. Ebbs, cartage 12 loads wire	2 40
<i>Forwarded</i>	\$4,724 40

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$4,724 40
1878.	
January 14—To G. Elmsly, for provisions and groceries, £79 10s. 6d.....	318 10
Ayre & Marshall, for canvas, twine, etc., for making tents.....	41 62
15—S. S. <i>Curlew</i> for trips to Bay of Islands, £100.....	400 00
25—Truckage wire, etc., at different times....	11 49
Chisholm, writing-desk and envelopes, per J. Henebury.....	4 50
Freight and passage 2 men, per <i>Plover</i> , to LaPoile.....	23 30
February 4—To sundries per <i>Plover</i>	3 20
6—N. Smith, for 5 dogs for use of men on line.....	19 50
18—S. S. <i>Plover</i> , freight sundries.....	3 20
March 4—S. S. <i>Curlew</i> , freight to LaPoile.....	3 50
April 1—Ditto for freight and passage.....	6 30
James Gleeson, sundries, per voucher....	320 08
Jas. Daily, 20 pack straps.....	30 00
J. McKenzie, 20 straps and 2 axe pockets.	21 00
S S. <i>Curlew</i> , passage and freight.....	5 20
J. Chisholm, 1 Map of Newfoundland....	2 50
5—J. & W. Pitts, for provisions, per voucher, £255 10s. 2d.....	1,022 04
S. S. <i>Plover</i> , passage 5 men to Nipper's Harbor.....	22 30
May 16—W. D. Morison, for bread and tea, per voucher, £14 8s.....	57 60
<i>Forwarded</i>	\$7,040 03

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$7,040 03
1878.	
May 18—To G. Dooley, for 4 boats, £35	140 00
J. & G. Dicks, furnishing 5 tents and 150 bags, £50 8s. 10d	201 77
Geo. Elmsly, for provisions for Nipper's Harbor	939 70
T. N. Molloy & Co, for 1 steam launch...	550 00
Geo. Elmsly, for provisions	85 84
Ditto, for provisions and groceries.....	180 80
21—To S. S. <i>Curlew</i> , passage 98 men to Bay St. George and Bay of Islands... ..	789 50
S. S. <i>Curlew</i> , freight sundries to Bay St. George and Bay of Islands.....	251 20
Geo. Elmsly, for provisions, groceries, etc., per voucher	405 64
Ditto	405 64
Ditto	401 44
Ditto	401 44
L. G. Tillotson & Co., for insulators, brack- ets from New York	756 50
Freight 244 bundles wire per <i>Hibernian</i> from Liverpool.....	136 00
Wm. McGrath, for 1,040 lb. steel for crow- bars	217 40
Terra Nova Foundry, for stoves and tools for steam launch.....	59 57
J. Stott, for provisions, groceries, etc., Bay of Islands and Bay St. George.....	2,058 30
Geo. Elmsly, for provisions and groceries.	81 90
<i>Forwarded</i>	\$15,102 67

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$15,102 67
1878.	
June 1—Wm. McGrath, making 26 steel bars, and repairing stoves	6 70
James Gleeson, sundries for different stations, per voucher	546 75
Geo. Elmsly, for provisions and groceries.	395 13
Ditto	516 33
3—S. S. <i>Cortes</i> , freight from Halifax	37 24
Ditto, freight from New York	56 04
Wm. McGrath, 62 straps and hatchet case	93 00
4—T. Oates, for board for 4 men	4 00
Henry Knight, cutting and repairing telegraph lines, Green Bay, per voucher...	1,344 68
James Batstone, cutting and repairing telegraph lines, Green Bay, per voucher...	1,350 30
S. S. <i>Curlew</i> , freight St. Georges and Bay of Islands	57 80
Ditto, and passage	67 30
S. S. <i>Hercules</i> , to Hall's Bay and S. W. Arm	340 00
T. Bearns, 2 chairs, Bay of Islands	3 90
19—S. S. <i>Plover</i> and <i>Curlew</i> , passage 6 men Bay of Islands and Bay St. George....	26 50
22—S. S. <i>Curlew</i> , passage 4 men to St. John's	32 50
Allen & Goudie, for tinware	92 30
Ditto	8 80
J. Parsons, passage to St. John's	7 00
July 4—S. S. <i>Curlew</i> , freight St. George's Bay and Bay of Islands	61 25
<i>Forwarded</i>	\$20,150 19

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$20,150 19
1878.	
July 11—S. S. <i>Plover</i> , 20 coils wire	6 00
Ditto, sundries	6 20
16—T. Bearnes, 2 chairs, St. George's Bay ...	3 90
25—Baird Brothers, for sundries for different places, per voucher	454 42
30—Levi Joe, for services at Hall's Bay	27 00
G. Dooley, 2 qtls. fish	8 00
S. S. <i>Nova Scotian</i> , freight 119 coils wire.	75 70
Aug. 3—S. S. <i>Curlew</i> , freight Bay of Islands and St. George's Bay	59 20
Ditto	19 60
L. G. Tillotson & Co., for 200 cells batt., New York	326 45
J. H. Collis, for sundries, per voucher ...	195 05
Ditto, 2 dozen axes	28 40
S. S. <i>Cortes</i> , freight from New York	10 22
14—L. G. Tillotson & Co., relays, sounders, keys, etc., from New York ...	379 35
14—S.S. <i>Curlew</i> , passage Bay of Islands to St. John's	58 00
Wm. McGrath, blacksmith acct.	27 90
15—Thos. Carter, for a horse, Bay of Islands..	115 00
19—T. Temple, Liverpool, 69 bcls. wire, per <i>Caspian</i>	511 22
L. G. Tillotson & Co, New York, twelve switches	12 00
22—G. Dooley, for sundries per voucher	39 85
26—S.S. <i>Hercules</i> , freight to Jackson's Cove ..	11 70
<i>Forwarded</i>	\$22,525 35

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>		\$22,525 35
1878.		
Aug. 26—S.S. <i>Alhambra</i> , freight on case from New York ..		1 50
J. L. Duchemin, for brackets, nails, etc., for Betts Cove and Bay of Islands.....	390	22
J. L. Duchemin, for nails, shovels, &c., for different places per voucher ..	77	27
S. S. <i>Alhambra</i> , freight from New York..	16	95
Wm. Murrell & Sons, for provisions.....	42	40
S.S. <i>Caspian</i> , freight of wire from Liverpool	32	89
13—S.S. <i>Curlew</i> , freight Bay St. George and Bay of Islands.....	47	30
Wm. McGrath, 2 pairs plyers.....	1	20
Ditto, 1 climbers.....	1	00
John Budget, 1¼ qtls. codfish.....	5	80
Sept. 2—S.S. <i>Plover</i> , freight to Tilt Cove &c.....	5	20
J. Mackay, board Jas. Turner, sick man..	13	00
Jas. Abbott, on line.....	26	40
4—S.S. <i>Cortes</i> , freight 1 case, New York....	1	50
6—Schr. <i>Bennett</i> , freight from New York....		90
10—J. Chisholm, stationery for different places	33	55
11—S.S. <i>Curlew</i> , passage 7 men from different places	30	50
12—E. Mackey, 9 weeks' board, Edwd. Tipple	36	00
16—S.S. <i>Plover</i> , freight and passage 2 men..	20	30
A. Joe, Levi Joe and C. Rowsell, bringing men Hall's Bay to Nipper's Harbor....	38	00
23—L. G. Tillotson & Co., for insulators from New York.....	165	00
<i>Forwarded</i>		\$23,512 23

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$23,512 23
1878.	
Sept. 23—Andrew Joe, for Salmon for use of men at Nipper's Harbor ..	18 00
Wm. McGrath, for 2 pairs climbers for Grand Pond	2 00
26—Waterman & Co, for sundries per voucher £17 12s. 3d.....	30 45
Oct. 2—L. G. Tilloston & Co., for insulators from New York.....	82 35
7—Wm. Baggs, 7 weeks' board, per Charles Tousaint	28 00
S.S. <i>Alhambra</i> , freight from New York...	9 90
11—John Temple, 72 bds. wire, per <i>Nova Scotian</i> from Liverpool.....	505 33
Geo. Elmsly, for groceries	10 00
Ditto	58 97
John McKenzie. 120 carrying straps, belts, &c., per voucher.....	125 90
Wm. Abbott, for provisions and board for men	16 00
Humber Milling Co., 38 tons coal and freight for steam launch.....	152 00
12—W. Grieve & Co. for two half-barrels	80
Geo, Elmsly for Provisions and Groceries.	638 18
Ditto	89 45
S. S. <i>Cortes</i> , freight from New York.....	3 30
S. S. <i>Hercules</i> ., passage 35 men from Glace Bay	157 50
<i>Forwarded</i>	\$25,440 36

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>		\$25,440	36
1878.			
October 12—Richard Goff, furniture		50	40
23—Geo. Elmsly, groceries.....		37	07
Ditto, provisions and groceries.....		307	35
Henry Knight, freight.....		20	00
Waterman & Co., sundries per account..		22	47
S. S. <i>Nova Scotian</i> , freight from Liver- pool		32	89
Waterman & Co., freight.....		2	00
Geo. Elmsly, 2 barrels flour		13	00
Ditto, for provisions.....		19	10
Labor and truckage at different times...		15	95
Nov. 1—John Hayes, for provisions at Humber Sound		79	00
A. Gosney, refreshments for men.....		3	60
James Gleeson, sundries per voucher		178	67
Jas. Gleeson, sundries for different places.		32	73
John Henebury, for sundries.....		36	18
J. M. Muir, for sundries per voucher.....		68	12
Betts Cove Mining Company, sundries at Little Bay.....		130	35
Winsor & Vallance, for lumber.....		269	14
S. S. <i>Curlew</i> , for passages to Bay of Islds.		30	40
Ditto, freight, ditto.....		15	70
S. S. <i>Plover</i> , freight to Betts Cove and Tilt Cove		12	50
S. S. <i>Curlew</i> , passage men from Bay of Islands.....		395	50
Ditto, freight, ditto.....		49	80
<i>Forwarded</i>		\$27,262	28

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$27,262 28
1878.	
Nov. 1—Wm. Bowden, for provisions for men, Bay of Islands....	22 20
Labor and truckage on sundries at different times..	17 15
S. S. <i>Curlew</i> , passage men from Bay of Islands and Bonne Bay.....	175 50
S.S. <i>Plover</i> , passage men from S. W. Arm.	129 00
R. H. Earle, for 2 clocks for Betts Cove and Tilt Cove.....	22 00
J. W. McCoubrey, for 2 blank books.....	9 60
Geo. Elmsly, for provisions and groceries, S. W. Arm.....	116 38
Ditto, for sundries for different places....	11 05
R. H. Earle, 2 clocks for St. George's Bay and Bay of Islands.....	22 00
J. H. Collis, for sundries.....	32 80
J. Daily, for straps and axe belt....	6 10
J. L. Duchemin, for brackets and nails....	188 96
J. F. Chisholm, for stationery.....	30 22
R. Peace & Co., for stoves, tinware, etc..	513 15
Robt. Dicks, for stationery.....	30 60
J. & W. Boyd, for lumber.....	28 93
W. Grieve & Co., for 19½ yards oil canvas, Tilt Cove.....	21 99
Mrs. Thos. McKenzie, for sundries.....	5 05
Terra Nova Foundry, for water guage and washer.....	3 00
C. Governie, for 96 lbs. nails.....	7 68
Philip Denis, for one flat.....	10 00
<i>Forwarded</i>	\$28,665 64

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$28,665 64
1878.	
Nov. 1—Labor and truckage at different times....	24 00
Warrington Wire Works, 244 bdl. wire..	1680 98
Ditto, for 119 bdl. wire.....	857 28
Wm. McGrath, 3 pairs climbers.....	3 00
John Hayes, 2 brls. pork.....	34 00
Baird Bros., sundries for different stations.	136 00
R. H. Earle, one clock for S. W. Arm....	10 00
Job Brothers & Co., sundries for different stations	52 09
J. H. Martin, ditto	49 82
Ditto, frame saws	4 50
Ditto, sundries, Little Bay, and S. W. Arm.	24 20
William Savin, for labor.....	100 00
Thos. Oates, for services.....	100 00
Thos. McConnan, for stationery.....	12 40
Ditto	16 89
W. D. Morison, 3 flock beds	27 00
S. S. <i>Leopard</i> , freight	10 40
Thomas McMurdo & Co., for medicines ..	174 87
J. A. Whiteford, for compasses and clock.	19 00
Jas. Brennan, for dog's food.....	5 07
A. M. Mackay, 1½ year's rent of premises.	600 00
Bowring Brothers, sundries for different stations	50 90
Thos. Bearns, for furniture.....	52 00
P. P. LeMessurier, for services as accountant	200 00
<i>Forwarded</i>	\$32,910 04

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (continued).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

<i>Brought forward</i>	\$32,910 04
1878.	
Nov. 1—David Stott, travelling expenses to Bay St. George and Bay Islands	50 00
Insurance on \$60,000, provisions, etc., at 1 per cent	600 00
G. M. Gaden, travelling expenses to Bay of Islands and Bonne Bay	50 00
J. F. Chisholm, half ream paper	1 60
Geo. Elmsly, for groceries ..	412 87
Richard Goff, furniture for different stations.....	130 52
Sarah Bolt, for earthenware, different stations.....	20 55
James Gleeson, hardware for different stations.....	114 18
Henry Knight, for labor on North line ...	10 00
S. G. Tillotson & Co., 5,000 insulators and 5,000 screw brackets	675 00
J. & W. Pitts, for provisions at different times	8,546 99
John Waddell, for services	100 00
Truckage at sundry times.....	20 00
800 lbs. bluestone for different offices....	36 00
Labor acct. as per statement and voucher.	20,164 12
George Lemoine's account for labor as per vouchers	9,724 56
John Henebury, account for labor per vouchers	3,508 68
J. D. Scanlan, acct. for labor per vouchers.	3,864 76
George Lemoine's account for survey	806 90
4 per ct. for superintending, \$96,746	3,869 84
	<u>\$85,616 61</u>

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 37 (concluded).

Construction of the Northern Lines in account with the Anglo-American Telegraph Company.

1878.

CR.

By cash from Savings Bank at different times	84,806 90
Balance due A. M. Kackay.....	809 71
	<hr/>
	<u>\$85,616 61</u>

Examined and correct,

THOS. GLEN,

*Auditor Public Accounts.*P. P. LEMESSURIER, *Accountant.*

A. M. MACKAY.

St. John's, Nfld., Nov. 1, 1878.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52.

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
M.B., 108	1876 May 22 ...	Minute of Council	.....	Notice to be given to Anglo-American Tel. Co. that branch lines will be required. To be constructed by the Co. under provisions of Act.
R. B., 56 478	1876 May 24 ...	Col. Secretary	A. M. Mackay, Local Manager A. A. Tel. Co	Giving notice required by Minute of Council of May 22nd.
M.B., 109	June 10, '76	Minute of Council	.....	Further notice to be given to Anglo-Am. Co that Government require line to be built to George's Bay, etc.
R. B., 56	June 13, '76	Col. Secretary	A. M. Mackay, Local Manager A. A. Tel. Co	Giving notice required by Minute of June 10.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
Letter, '76 (This letter, in original, put in as exhibit.)	Aug. 17, '76	A. M. Mackay, Gen'l Superintendent A. A. Tel. Co..	Col. Sec'y.	Stating probable cost and working expenses of lines. Comp'y cannot, unaided, build them. Will render the Govt. every assistance; "advantages of our organization . . . our long experience would be cheerfully given at cost price . . . Company would undertake erection new lines upon being paid the bare capital outlay."
R. B., 56 533	Jan. 10, '77	Col. Secretary	A. M. Mackay, Esq., &c	Four per cent on the outlay for construction as much as Government would offer, but would prefer that a certain charge be made.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
Letters, 1877	March 31..	A. M. Mackay, L. Manager, and General Supt.....	Col. Sec'y	Government to find capital for cost of construction or guarantee 5 per ct interest, Company maintain'ing lines and receiving revenue
Letters, 1877	July 5, 1877	A. M. Mackay	Col. Sec'y	Suggesting substitut'n of land line to Trinity instead of cable.
M.B., 145	July, 1877	Minute of Council... ..		Approving of above suggestion.
R. B., No. 57	July 23, '77	Col. Secretary	A. M. Mackay	Communic'ing approval of above suggestion.
Letters, 1877	Oct. 1, 1877	A. M. Mackay	Col. Sec'y	Re route of Nor'n line, enclosing LeMoine's report on value of the country.
Letters, 1877	Nov. 9, '77	A. M. Mackay	Col. Sec'y	Re building Northern line; necessity action.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
M.B., 154	Dec. 6, '77	Minute of Council	Council	Approval Mackay's suggestions and estimates of \$48,000 or \$50,000, Mr. Mackay to proceed with construction of this line.
R. B., 57 61	7 Dec., '77.	Col. Secretary	A. M. Mackay	Conveying order in Council of Dec. 6th, 1877.
R. B., 57 88	Feb. 19, '78	Col. Secretary	A. M. Mackay, Manager Anglo Am. Tel'ph Co	Trepassey line not yet constructed, tho' required by Act 17 Vic., cap. 2.
Letters, 1878	Feb. 20, '78	A. M. Mackay, L. Manager.	Col. Sec'y	Replying to above, says optional with Com'py under an agreement with Govt. which he thinks was effected. Refers matter to Home Office of Company.
Letters, 1878	Mar. 16, '78	H. Weaver, G. Manager	Col. Sec'y	Having further relat'n to Trepassey line and referring to C.W. Field

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 35 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
Letters, 1878	April 29, '78	H. Weaver, G. Manager .	Col. Sec'y .	Covering extracts from a letter from Mr. Field, stating Trepassey affair had been arranged 20 years previously.
R. B., 57 117	June 12, '78	Col. Secretary	H. Weaver.	Evidence in Government possession does not bear out Mr. Field's assertion.
Letters, 1878	June 28, '78	H. Weaver, G. Manager . . .	Col. Sec'y .	<i>Re</i> Trepassey line dispute, asking that Mr. Mackay be allowed to examine Records in Government possession.
Letters, 1878	May 1, 1878	A. M. Mackay	Col. Sec'y .	Acknowledging letter from him (no record of this letter can be found), asking what sum Anglo-Am. Co. would operate certain line for. Mr. Mackay refers matter to Home Office of Company.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraphs.

Record.	Date.	From.	To.	Subject Matter.
Letters, 1878	June 13, '78	A. M. Mackay	Col. Sec'y	Inquiring if lines are to be run to Bay of Islands and Bonne Bay.
M. B., 184	July 13, '78	Minute of Council.		Appr'ving of construction of lines to Bay of Islands and Bonne Bay.
R. B., 57 118	June 18, '78	Col. Secretary	A. M. Mackay, Supt. Anglo-Am. Tel. Co. . . .	Conveying approval of Government of construction teleg'ph line to Bay of Islands and Bonne Bay.
M. B., 190	Sep. 19, '78	Minute of Council.		Ordering construction of telegraph line from S. W. Arm to Little Bay.
R. B., 57 154	Dec. 27, '78	Col. Secretary	A. M. Mackay, Manager Anglo Am. Telegraph Co.	Repeating request for construction of Trepassey line.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
Letters, 1879	Feb. 1, '79	A. M. Mackay, L. Manager.	Col. Sec'y .	Replying to above. While disputing legality of Government claims, is willing to submit the matter to friendly reference.
Letter, 1880	Jan. 3, 1880	Judgment Supreme Court		Decides matter of the building of the Trepassey line in favor of the Government.
Letters, 1880	Feb. 10, '80	A. M. Mackay, L. Manager.	Col. Sec'y .	Suggesting a change in route of Trepassey line.
R. B., 57 250	Feb. 13, '80	Col. Secretary	A. M. Mackay, Manager Anglo Am. Tel'ph Co	Defining route of Trepassey line.
Letters, 1881	Jan. 15, '81	Mr. Fraser, M. H. A.	Col. Sec'y .	Suggesting to the Government the building of the Harbor Breton line.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
M. B., 274	Feb. 4, '81	Minute of Council		Ordering construction of line from Conne River to Harbor Breton.
R. B., 57 328	Feb. 4, '81	Col. Secretary	A. M. Mackay, Superintendent Tel. Co.	Directing carrying out of order in Council of same date. Cost not to exceed £850 cy. (No Minutes or Records relating to Government telegraph extension or maintenance, or salaries of officials, between the last given date and the next succeeding one).
R. B., 58 341	Mar. 3, '86	Col. Secretary pro J. W. W.	A. M. Mackay, Gen'l Supt. Tel. Co.	Asking for informati'n as to certain charges in accounts.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
Letters, 86	Mar. 5, '86	A. M. Mackay.	J. W. Withers, pro C.S.	Replying to above letter.
Letters, 1887	April 14, '87	A. M. Mackay	Col. Sec'y .	Informing Col. Secretary as to what reduction of rates should be made, and stating that the Anglo-Am. Comp'y will have to be asked to proportionately reduce theirs
R. B., 59 87	May 10, '87	Col. Secretary	A. M. Mackay, Supt. A. A. Tel. Co	Directing reduction above mentioned, and suggesting his recommending a corresponding reducti'n on Anglo lines.
Letters, 87	May 10, '87	A. M. Mackay	Col. Sec'y .	Re Cape Race office, and recommending sale of Cape Race line to Canadian Government.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraphs.

Record.	Date.	From.	To.	Subject Matter.
R. B., 59 105	June 8, '87	Col. Secretary	A. M. Mackay, Supt. Tel. Co...	Asking for estimate of construction of line to Fogo.
Letters, 1887	June 13, '87	A. M. Mackay	Col. Sec'y .	Giving estimate for Fogo line, <i>i.e.</i> , \$9,700 and asking "that, as we have no cable in stock," to be allowed to purchase some.
R. B., 59 107	June 18, '87	Col. Secretary	A. M. Mackay, Gen'l Superin't A. A. Tel. Co	Directing construction of Fogo line.
R. B., 59 112	June 24, '87	Col. Secretary	A. M. Mackay, Gen'l Sup. Anglo Am. Telegraph Co .	<i>Re</i> St. Lawrence office, and notifying him of issue of warrant for Fogo extension for \$2,500.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
Letters, 1877	July 22, '87	A. M. Mackay	Col. Sec'y	Stating cost of cable, Fogo extension, by Construction Com'py, £110 per mile delivered in London.
Letters, 1877	Oct. 3, 1877	A. M. Mackay	Col. Sec'y	Giving notice of absconding of operator at Old Perlican.
R. B., 59 174	Oct. 21, '87	Col. Secretary	A. M. Mackay, Gen'l Supt. A. A. Tel. Co...	Relative to appoinm't to Old Perlican office.
R. B., 59 193	Dec. 2, '87	Col. Secretary	A. M. Mackay, Gen'l Supt. A. A. Tel. Co...	Office to be opened at Seldom-Come-By.
Letter, 1888	Jan. 16, '88	A. M. Mackay	Col. Sec'y	Acquainting Government of interruption of line from Garia to St. George's Bay, and suggesting its removal from Channel to St. George's Bay. Probable cost of removal would be \$110 per mile.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
R. B., 59 378	Oct. 10, '88	Col. Secretary	A. M. Mackay, Gen'l Sup. Anglo Am. Tel'ph Co	(No record can be found of any Minute of Council or letter relating to the removal of this line, although diligent search has been made.) Relative to the removal of Mr. Cunningham to Tilt Cove.
Letters, 1889	.....	.....	.....	Press copy of agreement Newfoundland Railway Comp'y and Anglo-American Tel. Company <i>re</i> building along line of Railway, accompanying a letter from Mr. Weaver to Mr. Mackay, of date 24th June, '89.
M. B. . .	Mar. 18, '90	Minute of Council		<i>Re</i> Placentia line. Anglo-American Co. to construct and equip, Government giving

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
Letters, 1888	Oct. 25, '88	A. M. Mackay, Gen. Supt ..	Col. Sec'y .	transportation free, each party paying half cost. Line when built property of Government. Co'y allowed to add as many wires as they wish, Government finding transportation; Anglo-A. Comp'y to repair and work line free of charge, except for clerks; their employes and material to pass over line free.
Letters, 1890	Feb. 24, '90	A. M. Mackay	Col. Sec'y .	Offer of Anglo Co. <i>re</i> building Placentia Telegraph Line.
Letters, 1888	Dec. 13, '89	A. M. Mackay, Supt	Col. Sec'y .	<i>Re</i> Placentia line and working of Government lines generally.
				<i>Re</i> payment share of Government for cost of construction of Placentia line, and enclosing bill for rent of line.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
Letters.	Dec. 30, '89	A. M. Mackay, Supt.	R'way Com- missioners	<i>Re</i> the same. (These four preceding letters should, chronologically, have come before the Minute of Council of date Mar. 18th, 1890. There are also letters from Mr. Burchell, Mr. Gisborne, etc., relating to the Placentia line building, which do not materially bear upon the subject of this Précis, but which are necessary to a correct understanding of the Placentia arrangement.)
R. B., 60 246	June 24, '90	Col. Secretary	A. M. Mac- kay, Gen'l Supt. A. A. Tel. Co. . . .	Enclosing draft agree- ment for Placentia line.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (continued).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
Letters, 1890	July 2, '90.	A. M. Mackay.	Col. Sec'y	In relation to the building of a line to Exploits.
R. B., 60 274	July 14, '90	Col. Secretary	A. M. Mackay, Gen'l Sup. Tel'ph Co	Relative to changes in Telegraph Office, Old Perlican.
R. B., 60 298	Aug. 4, '90	Col. Secretary	A. M. Mackay, Gen'l Sup. Tel'ph Co	Requiring estimate of cost of telegraph line to Exploits.
R. B., 60 314	Aug. 14, '90	Col. Secretary	A. M. Mackay, Gen'l Supt. Tel. Co	<i>Re</i> Old Perlican Office
R. B., 60 322	Aug. 24, '90	Col. Secretary	A. M. Mackay, Gen'l Supt. Tel. Co	<i>Re</i> B. Bailey, Nipper's Harbor.
R. B., 60 380	Oct. 22, '00	Col. Sec., per J. W. W.	A. M. Mackay, Gen'l Supt. Tel. Co	Asking reasons for large expenditure.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 52 (concluded).

Précis of Minutes and Records in Colonial Secretary's Office, relating to the construction of Newfoundland Government Telegraph Lines.

Record.	Date.	From.	To.	Subject Matter.
Letters, 1890	Oct. 23, '90	A. M. Mackay.	Col. Sec'y .	Explaining a bove-mentioned large expenditure.
Letters, 1890	Dec. 17, '90	A. M. Mackay	J. W. Withers, pro C.S	Giving reasons, in reply to a letter from Mr. Withers (this letter not recorded), for charge of full rent Carbonear office to Govt., and shewing liberality of Anglo-American Co. in dealw i t h Newfoundland Government.
M. B., 106	April 10, '91	Minute of Council		Passing of contract between the Gov'ment and Mr. Mackay, by which the latter und'rtook to operate, etc. the Gov'ment lines on payment of sum of \$18,000 for 1891.
R. B., 60 531	April 11, '91	Col. Secretary	A. M Mac-kay	Conveying terms of contract as above.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34.

Messrs. Mackay and Weaver's replies to Government complaints,
forwarded to London.

ANGLO-AMERICAN TELEGRAPH CO. (LIMITED).
26, OLD BROAD STREET, LONDON, E.C.
20TH DECEMBER, 1892.

GENTLEMEN,

With further reference to your letter of the 25th October, and my acknowledgment dated 4th November, I now beg to hand you the result of my investigation, which I trust will be found satisfactory.

With regard to "plugs" (which are not used on the Government lines), I deeply regret that the cost of these should have been included in the account rendered to the Government, and I have instructed our General Superintendent, Mr. Mackay, to return the money, \$235.44.

I am, gentlemen,

Your obedient servant,

H. WEAVER,

Managing Director.

To the Commissioners
under Public Enquiries' Act,
Colonial Secretary's Office,
St. John's, Newfoundland.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (continued).

Messrs. Mackay and Weaver's replies to Government complaints, forwarded to London.

Nfld. Government's complaint.		Anglo Company's explanations.	
No.	Nature.	Gen'ral Superintendent, St. John's, N.F.	Managing Director, London.
1	Difference in price of wire as supplied by Temples in '84 and that supplied by the Anglo-Am. Company in 1885.	Wire from Messrs. Johnson, Nephews, Manchester, was always about £24 10s. per ton, and the freight £1 17s. 6d: is no doubt correct. The ordinary rate was £1 10s., and in those days (seven years ago) sometimes more. Wire from Temple's (Warrington Wire Works, Livr'pool) was cheaper, and altho' no freight is quoted on his bill, it was no doubt paid and charged for, accompanied by a voucher for the same.	All wire used by the Anglo-American Telegraph Comp'ny between 1880 and 1884, and in stock in Newfoundland in 1885, was purchased from Messrs. Johnson, Nephews, of Manches'r; the price was as stated.
2	Price of battery materials (zincs and coppers), teleg'ph instruments (re-lays), brackets, insulators, and tools.	I never bought any goods from Hopkins, Causer & Hopkins. If I am correctly informed, they are not telegraph supply people. I have been buying certain kinds of supplies, in-	

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (continued).

Messrs. Mackay and Weaver's replies to Government complaints, forwarded to London.

Nfld. Government's complaint.		Anglo Company's explanations.	
No.	Nature.	Gen'ral Superintendent, St. John's, N.F.	Managing Director, London.
2	(continued).	<p>struments, batteries, peculiar to America, from L. G. Tillotson & Co., and from their successors, Messrs. Greely & Co., for 30 years up to 1889, when I purchased from Messrs. R. G. Fleming & Co., of New York, whose prices are about 5 per cent below Greely's, and quality about the same. I have examined the copies marked A and B, and compared the prices charged with recent invoices from New York for similar goods, and with Greely's catalogue, and find them compare favourably. <i>The zincs and copper made here are 50 per cent. larger, heavier, and more durable than the New York article; relays vary in price with</i></p>	

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (continued).

Messrs. Mackay and Weaver's replies to Government complaints, forwarded to London.

Nfld. Government's complaint.		Anglo Company's explanations.	
No.	Nature.	Gen'ral Superintendent, St. John's, N.F.	Managing Director, London.
2	(continued.)	<p>changes in pattern, costing for 150 ohms \$6.50 to \$7.50. Brackets cost in New York usually about \$18.00, and with boxing, truckage in N. York and freight, cost landed \$27.50. The Government have in their possession now an invoice of brackets this year that cost \$18, and on which the charges actually paid out appear in red ink, shewing cost here \$27.50, and which appears in their account of this year charged \$30 (subsequently referred to). With reference to sheet B, insulators appear as costing \$50 per M. These were the first I ever bought at that price. Prior to that year we always paid \$60. In 1891 they</p>	

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (continued).

Messrs. Mackay and Weaver's replies to Government complaints, forwarded to London.

Nfld. Government's complaint.		Anglo Company's explanations.	
No.	Nature.	Gen'ral Superintendent, St. John's, N.F.	Managing Director, London.
2	(continued.)	were reduced to \$40, which is their price now in New York. But the \$40 insulator is 25 per cent. lighter. Sheet marked C: The same remark as to weight of zinc and value.	
3	Brackets.	This refers to James Duchemin's account from brackets at \$40, less 5 per cent, or 3 3-5 cents each. It is true I could import brackets for 3 cents each, or possibly one-fifth of a cent less, but the Government, as well as the Company, desired that I should, as far as possible, if not too high, purchase all I could from our own people. N. B.—The Managing Director will remember his desire expressed to me to get stationery	

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (continued).

Messrs. Mackay and Weaver's replies to Government complaints forwarded to London.

Nfld. Governments complaint.		Anglo Company's explanations.	
No.	Nature.	Gen'ral Superintendent, St. John's, N.F.	Managing Director, London.
3	(continued.) Plugs.	<p>here if I could, even at a small advance in price. I tried, but failed.</p> <p>It is true the Government require no plugs, all their lines being single. I can give no explanation how plugs were charg'd for. I presume it is an error.</p> <p>992 plugs.....\$39 68 436 " 17 44 970 " 38 80</p>	
4	Excesssive purchase of insulators in 1889.	No line was built <i>new</i> in 1889, but the St. George's Bay, Bonne Bay, and Green Bay system was commenced to be renewed that year; the entire distance, 300 miles.	
5	Charges for zincs, coppers, grippes,	For zincs, see Greely's catalogue, page 66. No.	

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (continued).

Messrs. Mackay and Weaver's replies to Government complaints, forwarded to London.

Nfld. Government's complaint.		Anglo Company's explanations.	
No.	Nature.	Gen'ral Superintendent, St. John's, N.F.	Managing Director, London.
	climbers, relays, insulators.	H 40 cents, No. V 30 cents, in New York. The Government use assorted sizes of No. 4 and No. 2's. Coppers are quoted at 12 and 18 cents, say an average of 15 cents. We charge 20, <i>but the local make of both zincs and coppers are over 50 per cent. larger.</i> Cost of climbers, relays, grippes, etc., depends on style and make. See catalogue.	
6	Cost of sulphate copper. Gutta Percha (no invoices).	Received no invoice of sulphate copper. We wired for the correct amount. Same with Gutta Percha Co.'s invoice,	Copy of invoices attached: Sulphate copper £70 2 3 Gutta Percha Co. 14 17 0
7	Prices of insulators and brackets together.	The price for insulators and brackets is correct.	

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (continued).

Messrs. Mackay and Weaver's replies to Government complaints, forwarded to London.

Nfld. Governments complaint.		Anglo Company's explanations.	
No.	Nature.	Gen'ral Superintendent, St. John's, N.F.	Managing Director, London.
8	Cost of battery zincs.	No over-charge on zincs. See Greely's catalogue. Also reply to No. 5.	
9	Excessive supply of brackets	6,265 brackets. Same remark applies as to insulators in Number 4. We were not building a new line, but renewing an old one with everything except wire.	
	Bill for plugs.	Duchemin's account, 1889, 2,763 plugs (\$110.52), evidently an error.	
10	Wire for Twillingate line, 1884. (No invoices.)	This does not purport to be an invoice. It is a division of a shipment of wire partly used on Twillingate and and partly on Burin. We desired as approximately as possible to arrive at the cost of each branch. This was all satisfactorily explained to the previous Commission in 1885.	

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (continued).

Messrs. Mackay and Weaver's replies to Government complaints, forwarded to London.

Nfld. Government's complaint.		Anglo Company's explanations.	
No.	Nature.	Gen'ral Superintendent, St. John's, N.F.	Managing Director, London.
11	Difference in price of wire as supplied by Temple (Warrington Wire Works, Liverpool) in 1887, and that supplied by Anglo Company in 1885 (No. 1).	See my reply to complaint No. 1.	
12	Bill for plugs.	1889, 275 plugs (\$11). Evidently an error of the storekeepers. So likewise with 450 plugs [\$18].	
13	Price of brackets and excessive supply.	Brackets for 1889 and 1890 covered the entire renewal of the Northern system, as well as for ordinary repairs. The Government seem to think that only a few brackets are sufficient for ordinary repairs. I have known us to lose 4,000 brackets in one night [January, 1891];	

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (continued).

Messrs. Mackay and Weaver's replies to Government complaints forwarded to London.

Nfld. Government's complaint.		Anglo Company's explanations.	
No.	Nature.	Gen'ral Superintendent, St. John's, N.F.	Managing Director, London.
		and it reports received during the past week be correct, the Twillingate line alone has recently suffered to the extent of at least 1,000. <i>In re</i> the quality of brackets. Our native wood is not equal to oak, but inasmuch as the life of the pole regulates the life of the bracket, the home production answers equally as well.	
14	Prices of zincs, coppers, and sulphate copper.	Zincs and coppers. Quantities and prices correct. See reply No. 5. Sulphate copper from surplus stores left over from my contract with the Government for 1891. Prices correct.	
15	Brackets, insulators, wire.	This was sent in as AN ESTIMATE in which the	

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (continued).

Messrs. Mackay and Weaver's replies to Government complaints, forwarded to London.

Nfld. Government's complaint.		Anglo Company's explanations.	
No.	Nature.	Gen'ral Superintendent, St. John's, N.F.	Managing Director, London.
		brackets (not on hand at the time) were expected to have been furnished here. They were afterwards imported, and the account rendered August 9th, 1892.	
16	Agreement between the Newfoundland Government and the Anglo-American Telegraph Company for the construction of a line between Heart's Content and Bonavista.	This agreement I never saw before.	This draft agreement was never executed by the Anglo-American Telegraph Company, nor was the line constructed on the route described.
17	William Abbott. Rate of wages.	The Government were charged an equitable and fair rate of wages for Abbott's services, according to the nature of the work required of him.	

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (continued).

[COPY.]

5 CASTLE STREET, LIVERPOOL, 2nd JULY, 1890.

Messrs. The Anglo-American Telegraph Company (limited),
per Messrs. P. D. Carr & Co.,

To the Macclesfield Patent Sulphate of Copper Company.

AAT 1 to 13.

13 casks of sulphate of copper, forwarded per L.
& N. W. R'way Co. to Canada station, to the order
of Messrs. J. H. Dennis & Co., Liverpool, for the
Newfoundland Government.

	GROSS.		TARE.				
	T. c.	q. lb.	c.	q. lb.			
1	5	3	1	21			
2	5	4	1	22			
3	5	20	1	23			
3	5	19	1	26			
5	5	21	1	25			
6	4	3 4	2	7			
7	4	3 27	1	22			
8	5	11	2	18			
9	5	1 1	2	6			
10	5	12	1	28			
1	5	18	2	1			
2	4	3 8	1	21			
3	5	24	1	18			
3	6	4	6	12			
	6	12					
2	19	3 20	nett.	at	£24 per ton f. o. b. here	£71	18 3
					Less discount 2½ per cent	1 16	0
						£70	2 3
					<i>Paid 18th July, 1890.</i>		

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 34 (concluded).

[COPY.]

LONDON, 3rd APRIL, 1890.

The Anglo-American Telegraph Company (limited),
26 Old Broad Street, E.C.,

Bought of The Gutta Percha Company,
Wharf Road, City Road, N.

On account of The Newfoundland Government:

6 lbs. compound, 5s.....	£ 1 10 0
6 lbs. sheeting, 19s.....	5 14 0
1 case, 3s.....	0 3 0

Paid 8th April, 1890.

INVOICE DATED 7TH JUNE, 1890.

On account of The Newfoundland Government:

1 joiner's tool-chest without naptha.....	7 5 0
case.....	0 5 0

£14 17 0
Paid 10th June, 1890.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 17.

Accounts *re* 1888 and 1889, shewing balances on them, and which were paid by the Government in 1890.

The Newfoundland Government in account with A. M. Mackay,
General Superintendent.

Dr.

1889.			
Dec. 31—	To Government line renewal as per account furnished	\$13,032	02
	Government maintenance as per account furnished	9,683	57
	Deficit at Government stations..	8,929	56
			<u>\$31,645 15</u>
			<u>\$31,645 15</u>

Cr.

1889.			
Feb. 25—	By cheque	\$1,500	
Mar. 2—	do	2,500	
June 7—	do	2,000	
July 31—	do	4,000	
Sept. 30—	do	2,500	
Nov. 5—	do	6,000	
Nov. 27—	do	2,000	
1890.			
Jan'y 3—	do	4,500	
			<u>\$26,000 00</u>
	Balance		5,645 15
	Warrant on account,		4,000 00
			<u>\$31,645 15</u>
			<u>\$1,645 15</u>

A. M. MACKAY,
Gen'l Sup't Anglo-American Telegraph Co.

St. Jonh's, Jan. 29, 1890.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 17 (concluded).

Government Telegraphs in account with A. M. Mackay.

1888.	DR.	
Dec. 31—To deficit office stores, as per account	\$7,281 50	
maintenance account, as rendered.	6,627 08	
Change island Line account, as rendered	709 07	
Cape Race Line account, ditto	9,500 00	
	<hr/>	24,117 65
		<u><u>\$24,117 65</u></u>

1888.	CR.	
Dec. 31—By sundry cheques		\$22,100 00
1889.		
Feb. 2—By cheque		1,500 00
Balance		517 65
		<hr/>
		<u><u>\$24,117 65</u></u>

Warrant for balance.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 28.

Payments made on account of Government System of Telegraphs, for the years 1886, 1887, 1888, 1889, 1890, 1891, and 1892, as per Financial Secretary's books.

1886.

March 9—Warrant No. 30, pd. A. M. Mackay	\$2,500 00	
15—Warrant No. 32, ditto, balance as per statement.....	519 14	
May 19—Warrant No. 131, Telegraph Co..	2,500 00	
Sept. 16—Warrant No. 349, A. M. Mackay .	2,000 00	
Nov. 30—Warrant No. 558, ditto	2,000 00	
Dec. 31—Warrant No. 736, ditto, balance of year's expenditure over rec'pts, as per statement.....	4,617 49	
		<u>\$14,136 63</u>

1877.

Feb. 7—Warrant No. 43, pd. A. M. Mackay, to meet deficit of Government lines for current quarter.....	2,000 00	
April 16—Warrant No. 193, pd. A. M. Mackay, 2nd quarter's deficit on Government lines.	3,000 00	
June 29—Warrant No. 303, pd. A. M. Mackay, for July quarter	2,000 00	
Dec. 10—Warrant No. 660, ditto, account Government telegraphs	1,200 00	
Dec. 31—Warrant No. 803, ditto.....	2,500 00	
Warrant No. 818, ditto, balance due	1,831 48	
		<u>12,531 48</u>
Warrant No. 298, issued June 5th, account telegraph extension to Fogo.....		2,500 00
		<u>\$15,031 48</u>

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 28 (continued).

Payments made on account of Government System of Telegraphs, for the years 1886, 1887, 1888, 1889, 1890, 1891, and 1892, as per Financial Secretary's books.

1888.

Feb. 15—Warrant No 20, pd. A. M. Mackay, for current quarter's deficit	\$2,500 00	
April 14—Warrant No. 158, A. M. Mackay..	2,000 00	
June 2—Warrant No. 225, ditto, deficit Gov- ernment lines	1,000 00	
July 26—Warrant No. 407, ditto	1,000 00	
Nov. 10—Warrant No. 650, ditto	2,000 00	
Dec. 26—Warrant No. 703, Anglo-American Telegraph Company	2,000 00	
Dec. 31—Warrant No. 837, A. M. Mackay, account, 1888	1,500 00	
		12,000 00

Sums paid this year on addresses House of Assembly :

May 16—Warrant 204, pd. A. M. Mackay, on account of the construction of a telegraph line from Garia to St. George's Bay by the Codroy route	3,600 00
June 15—Warrant 241, pd. A. M. Mackay, account Cape Ray and St. George's Bay (see letter be- low.) [This letter has been torn out, and is missing]	5,000 00
July 25—Warrant 407, paid A. M. Mackay, on account Bay St. George line in course of construction	1,500 00
Sep. 10—Warrant 466, paid A. M. Mackay, on account Codroy line con- struction	1,500 00

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 28 (continued).

Payments made on account of Government System of Telegraphs, for the years 1886, 1887, 1888, 1889, 1890, 1891, and 1892, as per Financial Secretary's books.

1888.

Paid A. M. Mackay, under the head of "Address House Assembly" \$1,390 93	12,990 93
	<u>\$24,990 93</u>

1889.

Feb. 26—Warrant No. 30, A. M. Mackay...	\$2,500 00
May 2—Warrant No. 205, T. D. Scanlan, for Telegraph Company...	2,500 00
Aug. 7—Warrant No. 473, A. M. Mackay, Government lines	2,000 00
Sep. 27—Warrant No. 539, ditto, repairs and disbursements, Govt. lines....	2,500 00
Nov. 6—Warrant No. 706, ditto	2,000 00
Dec. 31—Warrant No. 797, ditto	4,500 00

Sums paid this year on account of new telegraph line between St. George's Bay and Green Bay :

June 8—Warrant No. 273	2,000 00
Aug. 7—Warrant No. 473, A. M. Mackay ..	2,000 00
Nov. 6—Warrant No. 706, A. M. Mackay, construction	4,000 00
27—Warrant No. 743, ditto, rebuilding telegraph lines	2,000 00
	<u>10,000 00</u>
	<u>\$26,000 00</u>

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 28 (continued).

Payments made on account of Government System of Telegraphs, for the years 1886, 1887, 1888, 1889, 1890, 1891, and 1892, as per Financial Secretary's books.

1890.

Jan. 30—Warrant No. 6, A. M. Mackay, deficit on Government telegraphs for January	\$2,000 00
Feb. 24—Warrant No. 33, ditto, on account	4,000 00
March 4—Warrant No. 38, ditto, maintenance for February	2,000 00
14—Warrant No. 46, ditto, to close account, 1888	\$517 65
Ditto, 1889	1,645 15
	2,162 80
26—Warrant No. 58, Anglo-American Telegraph Company, paid A. M. Mackay, March deficit	2,000 00
April 12—Warrant No. 166, paid ditto, $\frac{1}{2}$ -cost construction Placentia telegraph line	1,300 00
30—Warrant No. 192, paid A. M. Mackay, to cover deficit for April . .	2,000 00
June 4—Warrant No. 231, ditto, telegraph maintenance for May	1,000 00
23—Warrant No. 260, ditto, to cover June deficit, and for advances and provisions for crews now out	2,000 00
Aug. 1—Warrant No. 386, A. M. Mackay, for July	1,000 00
Sept. 1—Warrant No. 413, ditto, requisition, September 1	1,000 00
30—Warrant No. 502, ditto, requisition, September 29	2,000 00

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 28 (continued).

Payments made on account of Government System of Telegraphs, for the years 1886, 1887, 1888, 1889, 1890, 1891, and 1892, as per Financial Secretary's books.

1890.

Oct. 23—Warrant No. 546, A. M. Mackay, requisition, October 11	1,000 00
Nov. 10—Warrant No. 561, ditto, requisition, November 6	1,000 00
27—Warrant No. 576, ditto, requisition, November 26	2,700 00
Dec. 19—Warrant No. 597, ditto, per Premier's requisition	2,000 00
31—Warrant No. 704, ditto, for maintenance, etc.	2,146 28
	\$31,309 08

1891.

Jan. 1—Warrant No. 1, A. M. Mackay . . .	\$1,000 00
Feb. 16—Warrant No. 10, ditto	2,000 00
Mar. 21—Warrant No. 38, ditto	1,000 00
31—Warrant No. 47, ditto	2,000 00
May 2—Warrant No. 165, ditto	2,000 00
30—Warrant No. 199, ditto	1,000 00
June 16—Warrant No. 223, ditto	3,000 00
30—Warrant No. 241, ditto	1,000 00
Aug. 4—Warrant No. 366, ditto	1,000 00
Sept. 1—Warrant No. 402, ditto	1,000 00
Nov. 2—Warrant No. 557, ditto	1,000 00
Dec. 7—Warrant No. 601, ditto	1,000 00
28—Warrant No. 633, balance due . . .	1,000 00
	\$18,000 00

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 28 (concluded).

Payments made on account of Government System of Telegraphs, for the years 1886, 1887, 1888, 1889, 1890, 1891, and 1892, as per Financial Secretary's books.

1892.

Feby.	} Warrant No. 31, paid A. M. Mackay.....	\$500 00
March 4		
May 16	—Warrant No. 172, ditto.....	500 00
June 7	—Warrant No 230, ditto.....	6,000 00
Sept. 15	—Warrant No. 391, to pay balances to employés, per A. M. Mackay.....	2,301 85
		<hr/>
		<u>\$9,301 85</u>

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 33.

(Mr. Mackay's letter to Hon. M. Fenelon.)

THE ANGLO-AMERICAN TELEGRAPH CO. (LIMITED.)

St. John's, January 16th, 1888.

Memorandum to HON. M. FENELON,
Colonial Secretary,—

DEAR SIR,—I regret to inform you that the line between Garia and St. George's has been interrupted since the last of the year, now over two weeks. Men have been over it, but the wire in some places is covered by snow-drifts, and no doubt the break or breaks are concealed by these drifts.

The fact is, it was a mistake adopting that route in the first place. It has been subject to frequent and heavy breaks, owing to the highness of the land and the exposed nature of the route, and I am reluctantly compelled to recommend changing it over to the Codroy and Anguilla route at the earliest possible period. The interruption of Garia and St. George's section cuts off St. George's Bay, Bay of Islands, Bonne Bay, and the north side of Green Bay.

A month ago one of our men on this route, named Benoit, perished whilst attempting repairs midway in the country—the first instance of the kind that, whilst effecting repairs, we have lost a man since the opening of the line. now over thirty years.

The distance from Cape Ray to Bay St. George, I am informed. is about ninety or ninety-five miles, and the cost of such a line would be about \$110 per mile. Perhaps it might be advisable for me to meet the Council on this subject. I need hardly say I am always ready to do anything I can in the matter.

Yours truly,

A. M. MACKAY.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 19.

A. M. Mackay *re* Telegraph Extension Lines.

Letter of Hon. M. Fenelon, Colonial Secretary, to the Financial Secretary.

COLONIAL SECRETARY'S OFFICE,
St. John's, Newfoundland,

May 14th, 1888.

The Financial Secretary will please issue a warrant in favor of Mr. A. M. Mackay for the sum of three thousand six hundred dollars (\$3,600), on account of the construction of a telegraph line from Garia to St. George's Bay by the Codroy route, and for which an address was passed by both branches of the Legislature the past session.

M. FENELON,
Colonial Secretary.

A. M. Mackay to Hon. M. Fenelon, Colonial Secretary.

ANGLO-AMERICAN TELEGRAPH CO. (LIMITED.)

ST. JOHN'S, NEWFOUNDLAND,

Memorandum to HON. M. FENELON,

Colonial Secretary.

July 24th, 1888.

SIR,—

Would you be good enough to issue a warrant for one thousand dollars (\$1,000) on account of maintenance of Government lines, and fifteen hundred dollars (\$1,500) for Garia and Bay St. George line, in course of erection.

Yours truly,

A. M. MACKAY, Gen'l Supt.,

M. F.

per R. C. S.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 19 (continued).

A. M. Mackay *re* Telegraph Extension Lines.

Letter of A. M. Mackay to Hon. Colonial Secretary.

THE ANGLO-AMERICAN TELEGRAPH CO. (LIMITED).

ST. JOHN'S STATION, Sept 8th, 1888.

Memorandum to Hon. Colonial Secretary.

Dear Sir,—

Please send down a warrant to-day for (\$1,500) fifteen hundred dollars on account of Codroy line construction, and oblige

Your obedient servant,

A. M. MACKAY,

per R. C. S.

Letter of A. M. Mackay to Hon. M. Fenelon, Colonial Secretary.

THE ANGLO-AMERICA TELEGRAPH CO. (LIMITED.)

ST. JOHN'S, NEWFOUNDLAND, June 11, 1888.

Memorandum to HON. M. FENELON,

Colonial Secretary.

Dear Sir,—

Re appropriation for joining up Change Islands, we were assured by the member for the district the distance was three or three and a half miles, requiring six to seven miles of wire (it being a loop). Upon this assurance I based my estimate at about \$400. To make sure, I sent down ten miles of wire, and find it two miles too little, which, of course, throws my estimate out.

Cape Ray-St. George's line I have well under way, and have disposed of the \$3,600 as follows: For wire, \$1,400; insulators, brackets, spikes and nails, \$1,000; transportation equipment and tools, \$600;

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 19 (concluded).

A. M. Mackay *re* Telegraph Extension Lines.

provisions, \$800 ; advances to men, \$500 ; poles for 100 miles, \$2,000 in all to date ; and say \$700 to finish Change Islands, \$700 ; in all seven thousand dollars. If you would, therefore, kindly have a warrant issued for say \$4,000 or \$5,000 it would do me until the work was completed. I have a strong crew on, and will finish it up by 1st or 10th August, and I hope, notwithstanding being misled as to the distance at Change Island, within my estimate of \$11,400.

Yours very truly.

A. M. MACKAY.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 29.

Statement shewing overcharges on various supplies charged by The
Newfoundland Government

Date.	Charges.	per M.
BRACKETS :		
Dec. 21, 1885.	10,000 plain brackets from Tillotson, N. Y.	\$14
Dec. 31, 1885.	5000 brackets A. A. Tel. Co. . .	40
Dec. 31, 1887.	1200 " " "	16
Dec. 31, 1888.	1200 " " "	40
July 29, 1880.	3600 " J. L. Duchemin.	40
Aug. 12, 1889.	2979 " " "	40
" "	2500 " " "	40
Oct. 1, 1889.	6265 " " "	40
April 12, 1890.	4500 " " "	40
" "	1500 " " "	40
June 12, 1892.	2000 " A. A. Tel. Co . subsequently reduced to	40 30
	40,744	
PLUGS (or pins) :		
Dec. 21, 1885.	500 pins 1½ inch, from Tillotson, N. Y.	1c.
Feb. 9, 1889.	970 plugs J L. Duchemin	4c.
July, 1889.	992 " " "	4c.
Aug. 12, 1889.	725 " " "	4c.
Oct. 1, 1889.	2763 " " "	4c.
	5950	
ROD IRON AND WASHERS :		
July 29, 1889.	2 cwts. ¾-in. rod iron, from J. L. Duchemin	. . . . .
April 12, 1890.	3 ditto ditto ditto	. . . . .
	4 M. washers	\$3 15

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 29 (continued).

Anglo-American Telegraph Company, and Hon. A. M. Mackay, to The Telegraph Lines.

	Corrected prices.	Amount of overcharges.
\$140 00		
200 00		
19 20		
48 00		
144 00		
119 16		
100 00		
250 60		
180 00		
60 00	10000 at \$14.....	\$140 00
.....	1200 at 16	19 20
60 00	29544 at 20.....	590 88
<hr/>		
\$1,320 96	40744	\$750 08
		\$570 88
\$5 00		
38 80		
39 68	These were never used nor required	
29 00	on the Government lines.	
110 52		
<hr/>		
\$223 00		223 00
\$6 80		
10 80		
12 60	ditto	
<hr/>		
\$20 20		30 20

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 29 (continued).

Statement shewing overcharges on various supplies charged by The
Newfoundland Government

Date.	Charges.		
	WIRE:		
Dec. 31, '85..	4 tons No. 8 wire, at £24 10s stg. & charges	.....
Dec. 21, '90..	$\frac{1}{3}$ ton No. 8 wire.....	.....
June 9, '92..	1 ton No. 8 wire.....	.....
	$5\frac{1}{3}$ tons		
Dec. 21, '85..	6000 insulators.....		5c.
Dec. 31, '85..	5000 do.....		5c.
Dec. 31, '87..	1200 do.....		3c.
Dec. 31, '88..	1500 do.....		4c.
Dec. '89..	8560 do.....		5c.
Dec. 31, '89..	2000 do.....		6c.
Dec. 31, '90..	3400 do.....		5c.
June 9, '92..	2000 do.....		.....
	29660		
	NAILS:		
1885..	392 lbs. assorted from J. L. Duchemin		5c.
June 9, '85..	1034 lbs. do do		5c.
1886..	112 lbs. do do		5c.
1887..	112 lbs. do do		5c.
1888..	14 cwts. $5\frac{1}{2}$ -inch do		\$9 60
1888..	7 cwts. $3\frac{1}{2}$ -inch do		7 60
1889..	39 cwts. nails do		7 00
1889..	2 cwts. $5\frac{1}{2}$ -inch nails do		9 60
1889..	2 cwts. $3\frac{1}{2}$ -inch do do		7 60
April 12, '90..	25 cwts. nails do		7 00
	cwt. q. lb.		
	11,618 lbs—103 2 26		

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 29 (continued).

Anglo-American Telegraph Company, and Hon. A. M. Mackay, to The Telegraph Lines.

	Corrected prices.	Amount of overcharges.
\$506 40		
40 00		
116 16		
<hr/>		
\$662 56	5½ tons at \$70.....\$373 33	\$289 23
\$300 00		
250 00		
36 00		
60 00		
428 00		
120 00		
170 00		
84 00		
<hr/>		
\$1,448 00	29,660 at 4c.....\$1,186 40	261 60
\$19 60		
51 70		
5 60		
5 60		
134 40		
53 20		
273 00		
19 20		
15 20		
195 00		
<hr/>		
\$752 50	c. q. lb. 103 2 26 at \$5.....\$518 66	233 84
<hr/>		

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 29 (continued).

Statement shewing overcharges on various supplies charged by The
Newfoundland Government

Date.	Charges.		
	STEEL :		
			[min.
May 27, '85..	6 bars octagon, 208 lbs., from J. L. Duche-		1 s. 2d. less 5 p ct
May 28, '85..	8 do 278 do	do	do
June 3, '85..	8 do 234 do	do	do
Aug. 8, '85..	7 do 267 do	do	do
July 29, '89..	15 do 558 do	do	17c., less 5 p ct
Sept. 27, '89..	3 bars steel, no weight given,	do	.....
Jan. 18, '90..	Best drill steel 375 do	do	17c., less 5 p ct
	1920 lbs		
	BATTERY CELLS:		
Dec. 31, '88..	80.....		\$3 per dozen..
Dec. 31, '90..	200.....		45c.....
	280		
	BATTERY ZINCS :		
Dec. 31, '88..	1017.....		40c.....
Dec. 31, '88..	12.....		40c.....
Dec. 31, '89..	1974.....		40c.....
Dec. 31, '90..	1407.....		40c.....
June 9, '92..	1000.....		45c.....
	5410		
	BATTERY COPPERS :		
Dec. 31, '88..	610.....		30c.....
Dec. 31, '88..	6.....		30c.....
Dec. 31, '89..	1130.....		20c.....
June 9, '92..	1000.....		22c.....
	2746		

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 29 (continued).

Anglo-American Telegraph Company, and Hon. A. M. Mackay, to The
Telegraph Lines.

	Corrected prices.	Amount of overcharges.
\$46 11		
61 62		
51 42		
59 59		
92 12		
16 20	3 bars \$16 00	
60 56	1,920 lbs. at 17c 326 40	
\$387 62	\$342 60	\$45 02
\$20 00		
90 00		
\$110 00	280 at 25c. each. \$70 00	\$40 00
\$406 80		
4 80		
789 60		
562 80		
450 00		
\$2,214 00	5410 at 25c. \$1,352 50	\$861 50
\$183 00		
1 80		
226 00		
220 00		
\$630 80	2746 at 10c. \$274 90	\$356 20

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 29 (continued).

Statement shewing overcharges on various supplies charged by The
Newfoundland Government

Date.	Charges.	
	RELAYS :	
Dec. 31, '88..	5 relays	\$9 00
Dec. 31, '89..	5 relays	9 00
Dec. 31, '90..	5 relays	9 00
	15	
	TRIPODS :	
Dec. 31, '88..	73 tripods	20c.
Dec. 31, '90..	392 tripods	20c.
	465	
	SULPHATE OF COPPER :	
June 9, '92..	1½ tons at £18 stg. and charges .....	.....
	CLIMBERS :	
Dec. 31, '88..	5 climbers	\$3 00
Dec. 31, '89..	3 climbers	3 00
Dec. 31, '90..	14 climbers	3 00
	22	
	Add to the above, from bill dated Dec. 21, '85, "Twil	
	500 pins, from Tillotson & Co. N. Y. ....	.....
	6,000 insulators ditto.....	5c.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 29 (continued).

Anglo-American Telegraph Company, and Hon. A. M. Mackay, to The Telegraph Lines.

	Corrected prices.	Amount of overcharges.
\$45 00		
45 00		
45 00		
<hr/>		
\$135 00	15, at \$7 \$105 00	\$30 00
\$14 60		
78 40		
<hr/>		
\$93 00		
\$155 34	1½ tons, at \$80..... 120 00	35 34
\$15 00		
9 00		
42 00		
<hr/>		
\$66 00	22 at \$2..... 44 00	22 00
lingate Telegraph Extension."		\$2,998 00
\$5 00	Not had for Government lines.	5 00
300 00	at 4c 240 00	60 00
		<hr/>
		\$3,063 81
		<hr/>

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 29 (concluded).

Statement shewing overcharges on various supplies charged by The Anglo-American Telegraph Company, and Hon. A. M. Mackay, to The Newfoundland Government Telegraph Lines.

	DR.	
<i>Brought forward</i>		\$3,063 81
	CR.	
By difference in price on 1 climber and 1 relay	\$3 00	
By discount allowed by J. L. Duchemin, viz :		
Off brackets, \$853.76, at 5 p. ct.	\$42.69	
Off plugs, 218.00, at 5 p. ct.	10.90	
Off nails, 752.50, at 5 p. ct.	37.62	
Off iron & washers, 30.20, at 5 p. ct.	1.51	
	<hr/> 92 72	
By addition to 8,200 brackets from A. A. Tel. Co., at \$5 per M., making them \$25 instead of \$20 per M.	41 00	
	<hr/> \$136 72	
		<hr/> <u>\$2,927 09</u>

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 1.

The Newfoundland Government in account with A. M. Mackay, General Superintendent.

1892.

June 9—To amt. Waterlou's invoice of stationery	£97 19 6		
Less rec'd forms, 63 at 1s. 1d.	£3 8 3		
Sent ditto, 72, 7s. ½d. 2 5 0			
Service " 50, 1-5, ¾ 75 6 0 8	£91 18 10		
at 2c per cent	18 7 10		
		110 6 8	
Duties on ditto . . .		25 8 8	
Charges ditto . . .		13 11 6	
		149 6 10	\$597 37
1,000 battery zincs, at 45c .		\$450 00	
1,000 coppers, at 22c		220 00	
			670 00
1½ tons sulphur copper, £18 per ton	27 0 0		
Freight	2 8 5		
		29 8 5	
20 per cent		5 17 8	
Charges ditto		3 10 7	
		£38 16 8	155 34
1 cwt serving wire for cable.		14 6	
2 iron serving mallets		3 0 0	
1 cable saw		14 6	
2 pairs tongs		1 10 0	
Case		4 0	
4 span bobbins		1 10 0	
		7 13 0	
Forwarded			\$1,422 71

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 1 (continued).

The Newfoundland Government in account with A. M. Mackay, General Superintendent.

<i>Brought forward</i>				\$1,422 71
1892.				
	at 20 per cent.		1 10 7	
			<hr/>	
			9 3 7	
	Freight		10 0	
	Charges		19 4	
			<hr/>	
			£10 12 11	42 58
				<hr/>
				\$1,465 29
June 9—To Fleming & Co. :				
	9 vises and straps	\$27 00		
	10 climbers and straps	21 50		
	4 plyers	3 50		
	8 plyers	12 40		
	2 dozen battery brushes	4 20		
	6 syringes	11 00		
	2 wire switches	6 20		
	5 sounders	16 00		
	2 relays	15 00		
	4 pairs line grips	6 40		
	16 gross staples	1 60		
	1 dozen coupling screws	1 20		
	20 2-button switches	17 00		
	2 dozen window' tubes	3 70		
	6 brooms	1 50		
	2 binding posts	4 90		
	Charges, ditto	15 31		
				<hr/>
				168 41
				<hr/>
<i>Forwarded</i>				\$1,633 70

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 1 (continued).

The Newfoundland Government in account with A. M. Mackay, General Superintendent.

<i>Brought forward</i>		\$1,633 70
1892.		
June 9—To Fleming & Co. :		
blocks and tackles for cable repairs..	23 00	
40 packing boxes.....	20 00	
	<hr/>	43 00
Refitting Fortune office :		
1 relay.....	7 50	
1 sounder	3 20	
1 key..	2 75	
1 lightning arrester and cut out..	4 25	
1 pair plyers.....	1 80	
	<hr/>	19 50
		<hr/>
		<u>\$1,696 20</u>

A. M. MACKAY.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

*EXHIBIT 1 (continued).*The Government Telegraphs to Anglo-American Telegraph Co. (ltd.)

1888.

Tilt Cove,—

Dec. 31—To 80 zincs, \$32 ; 40 coppers, 12.00 ; repairing gear, 5.00	\$49 00
---	---------

Nipper's Harbor,—

48 zincs, \$19.20; 30 coppers, 9.00; 10 tripods, 2.00	\$30 20
2 coup screws	30

30 50

Bonne Bay,—

90 zincs, \$36.00 ; 60 coppers, 18.00 ; 20 ditto, 4.00	58 00
---	-------

Bay of Islands,—

50 zincs, \$20.00 ; 35 coppers, 10.50 ; 10 ditto, 2.00	32 50
---	-------

Bay St. George,—

60 zincs, \$24.00 ; 35 coppers, 10.50 ; 1 pair gripps, 2.00	36 50
--	-------

Burin,—

40 zincs, \$16.00 ; 27 coppers, 8.10 ; 1 key, \$2.50	26 60
---	-------

Baine Harbor,—

12 zincs, \$4.80 ; 6 coppers, 1.80 .	6 60
--------------------------------------	------

Fortune,—

12 zincs, \$4.80 ; 8 coppers, 2.40 ; 1 relay, 9.00	16 20
---	-------

Gambo,—

50 zincs, \$20.00 ; 25 coppers, 7.50 ; 1 pair gripps, 2.10	29 50
---	-------

20

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 1 (continued).

The Government Telegraphs to Anglo-American Telegraph Co. (ltd.)

1888.

Greenspond,—		
Dec. 31—To	45 zincs, \$18.00; 24 coppers, 7.20; 1 key, 2.50.....	\$27 70
Grand Bank,—		
	60 zincs, \$24; 35 coppers, 10.50; • 26 screws, 30c	34 80
Harbor Briton,—		
	60 zincs, \$24.00; 40 coppers, 12.00; 1 relay, 9.00.....	45 00
King's Cove,—		
	35 zincs, \$14.00; 20 coppers, 6.00	20 00
Little Bay Mine,—		
	100 zincs, \$40.00; 60 coppers, 18.00; 1 pair climbers, 3.00..	61 00
Lamaline,—		
	12 zincs, \$4.80; 6 coppers, 1.80.	6 60
S. W. Arm,—		
	40 zincs, \$16.00; 20 coppers, 6.00; 1 pair plyers, 40c	\$22 40
	1 key, 2.50; 1 pr. climbers, 3.00	5 50
		27 90
Sandy Lake,—		
	10 zincs, \$4.00; 5 coppers, 1.50; 1 pair climbers, 3.00	\$8 50
	1 pair gripps, 2.00; vise, 35c.;	
	2 rasps, 60c.....	6 10
		14 60

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 1 (concluded).

The Government Telegraphs to Anglo-American Telegraph Co. (ltd).

1888.

Beaver Cove,—

Dec. 31—To 40 zincs, \$16.00 ; 20 coppers, 6.00 \$22 00

Seldom-Come-By,—

10 zincs, \$4.00 ; 6 coppers, 1.80. 5 80

1,500 insulators \$60 00

1,200 brackets 48 00

80 battery glasses, at \$3 per doz. 20 00

128 00

\$830 75

St. John's, Nfld., Dec. 31st, 1888.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 26.

Prices of Telegraph Wire from 1886 to 1892, from Hopkins, Causer & Hopkins, Birmingham.

The prices for Best, Round, Galvanized, Killed Telegraph Wire in extra long lengths, without weld or joint, from June, '86, to June, '92.

	No. 0 to 8			9			10		
1886...	£9	15	0	£10	0	0	£10	5	0
1887.....	8	7	6	8	12	6	8	17	6
1888.....	9	5	0	9	10	0	9	15	0
1889.....	9	5	0	9	10	0	9	15	0
1890.....	12	7	6	12	12	6	12	17	6
1891.....	9	10	0	9	15	0	10	0	0
1892.....	9	15	0	10	0	0	10	5	0

Delivered f. o. b., Liverpool, in 10 ton lots.

If subject to Post Office electrical tests, the extra would be *about* £2 15s. per ton.

Per Hopkins, Causer & Hopkins,

HENRY ELLIS, *Agent.*

St. John's, Nfld., Nov. 30th, 1892.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 2.

The Government Telegraphs in account with Anglo-American Telegraph Company (limited).

1890.

Dec. 31—To paid amt. invoice sulph.

copper	£70	2	3	\$336	55
Gutta Percha Company, ditto	14	17	0	71	28
Waterlou & Sons in- voice, stationery. . .	90	9	1	434	18
Freight and charges, do	6	16	6	32	77
3,400 insulators.....	\$0	05		170	00
				<hr/>	
				\$1,044	78
18 pairs plyers.....	1	50		27	00
14 vises.....	2	50		35	00
14 climbers.....	3	00		42	00
200 battery cells.....		45		90	00
½ ton wire.....				40	00
6 pairs gripes				12	00
392 tripods.....				78	40
6 sounders				24	00
6 keys.....				15	00
4 lightning arresters ..				10	00
5 relays.....				45	00
				<hr/>	
				418	40
				<hr/>	
				\$1,463	18
				<hr/>	

Paid Anglo-American Telegraph Co.,
per R. C. SMITH.

St. John's, Dec. 31, 1980.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 2 (continued).

The Burin Telegraph Extension to The Anglo-American Telegraph Company (limited).

1885.

Dec. 31—To 66 coils No. 8 galvanized telegraph wire, 4 tons, at £24 10s. sterling per ton.....	\$470 40	
Freight, ditto, from Liverpool.....	36 00	
		<hr/>
		\$506 40
		<hr/>
		\$506 40
		<hr/>

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 2 (concluded).

The Newfoundland Government in account with the Anglo-American
Telegraph Company (limited).

1892.

June 9—To 3 keys, at \$1.75	\$5 25	
3 ditto, at 2.60	7 80	
1 dozen relay springs	55	
16 lbs. cott. cov. office wire	5 00	
8 dozen tripods	14 70	
150 glasses	40 00	
2,000 brackets	80 00	
2,000 insulators	84 00	
1 ton wire, and charges	116 16	
½ ream blot paper	5 00	
		<u>\$358 46</u>
		<u><u>\$358 46</u></u>

A. M. MACKAY,
General Superintendent.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 38.

Invoice Goods from Halifax, account Electric Light Co., Aug., 1892.

336 ft. No. 16 cot. flexible cords, 4c	\$13 44	
300 ft. No. 18 ditto, 3c	9 00	
		22 44
Discount 50 per ct	11 22	
		<u>\$11 22</u>
74 lbs. No. 16 W. P. insulated wire 22½c...	16 65	
96½ " 14 " 21½c...	20 74	
140 " 12 " 20c....	28 00	
249 " 10 " 19c....	47 31	
1,107 " 8 " "		
1,668 " 6 " "		
2,356 " 4 " "		
5,131 lbs at .....18c....	923 58	
		<u>1,036 28</u>
300 D. P., D. G. glass insulators....\$4.00....	12 00	
300 painted oak brackets... ..1.75....	5 25	
100 " pins.....	1 20	
3 lbs. D. G. tape. ....55c....	1 65	
1 pair soldering coppers	1 50	
		<u>21 60</u>
2 bbls., 1 case.....		50
Insurance \$1,100 at ⅝ per ct ...		6 88
		<u><u>\$1,076 48</u></u>

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 39.

The Fogo Telegraph Line to Anglo-American Telegraph Co., limited.

1887.

Dec. 31—To 1,200 brackets	\$19 20
1,200 insulators	36 00
5 setts telegraph instruments, complete, \$30.	150 00
	<hr/>
	<u>\$205 20</u>

**Twillingate Telegraph Extension in account with Anglo-American
Telegraph Company.**

1885.

Dec. 21—To paid L. G. Tillotson & Co. for :	
6 W. U. relays, \$6.50	\$39 00
6 giant sounders, \$3	18 00
6 Vactor keys, \$2.25	13 50
6 lightning arresters, \$2.15	12 90
6 single plug cut outs	12 90
6 5½ steel vises and straps	15 90
6 No. 8 steel S. C. pliers	9 00
6 No. 6 ditto	5 40
¼ dozen No. 6. battery syringes	5 25
½ dozen battery brushes	2 25
3 1 pt. W. R. switches, 65c	1 95
3 2 pt. " 70c	2 10
3 3 pt. " 75c	2 25
	<hr/>
<i>Forwarded</i>	<u>\$140 40</u>

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 39 (continued).

Twillingate Telegraph Extension in account with Anglo-American
Telegraph Company.

Brought forward \$140 40

1885.

Dec. 21—To paid L. G. Tillotson & Co., for :

10½ lb. No. 18 B. A. wire, 26c	2 63
18 2½ window tubes, 3c	54
10 M. plain brackets, 14c	140 00
500 1½ plain pins... ..	5 00
6,000 W. U. screw insulators	300 00
100 No. 4 grav. jars, \$3 per dozen	25 00
150 No. 4 " coppers, 13c	19 50
100 No. 4 " hangers, 16c	16 00
12½ doz. 2 " jars, \$2.75	34 38
200 2 " coppers, 12c	24 00
150 2 " hangers, 15c	22 50
12 lb. No. 4 braid O wire	3 12
3 pairs No. 10 wire shears	4 25
Packing	16 88
Insurance	9 18

\$763 38

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 39 (continued).

Burin Telegraph Extension to the Anglo-American Telegraph Co., ltd.

1885.

Dec. 21—To paid L. G. Tillotson & Co., for :

6 W. U. relays, \$6.50	\$39 00
6 giant sounders, \$3	18 00
6 vocator keys, \$2.25	13 50
6 lightning arresters, \$2.15	12 90
6 5½ steel vises and straps, \$2.65	15 90
6 No. 8 steel S. C. pliers, \$1.50	9 00
¼ No. 6 battery syringes, 21c	5 25
6 No. 6 steel S. C. pliers	5 40
½ dozen battery brushes	2 25
3 1 pt. W. R. switches, 65c	1 95
3 2 pt. " 70c	2 10
3 3 pt. " 75c	2 25
10½ lb. No. 18 B. A. wire, 26c	2 63
18 2½ W. tubes, 3c	54
10 M. plain brackets, 14c	140 00
500 ½ pins	5 00
6000 W. U. screw insulators	300 00
100 No. 4 grav. jars, at \$3 per dozen	25 00
150 No. 4 " coppers, 13c	19 50
100 No. 4 " hangers, 16c	16 00
12½ doz. 2 " jars, \$2.75	34 37
200 2 " coppers, 12c	24 00
150 2 " hangers, 15c	22 50
3 pairs wire shears	4 25
11 lb. braid Ó wire	2 86
Packing	16 87
Insurance	9 18
6 single plug cut outs	12 90

\$763 10

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 7.

(Mr. Cunningham's letter to the Hon Colonial Secretary.)

TILT COVE, October 21, 1892.

DEAR SIR,

Yours of 13th inst. to hand. In reply, I beg to say positively that I never received the sum of \$28 per month for keeping my section of line in repair.

I took charge of the telegraph office at Bett's Cove in 1879; for some time there was a repairer kept, who received the sum of \$28 per month. After he left, I contracted with Mr. Mackay to get the work done for \$18 per month. I believe it was in 1881. I would not say positively to a year. From that time up to June, 1891, I had the work performed without any extra expenses to Company or Government.

I declare, on my soul and conscience, that \$18 per month was the most ever received by me at any time for keeping line in repair.

Yours truly,

WM. CUNNINGHAM.

To the Hon. Robert Bond, *Col. Sec.*, St. John's.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 7 (2.)

GOVERNMENT LINES.

 MONTHLY STATEMENT.

 Nipper's Harbor Station for February, 1888.

Receipts.	Disbursements.
Local cash receipts . . . \$3 06	To W. Cunningham, operator . . . \$23 33
	Repairer's salary 28 00
	Cleaning office 1 00
	Kerosene oil 50
	<hr/>
	Total expenditure \$52 83
	receipts 3 06
	Balance 49 77

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 41.

Questions to be answered by Operators Government Telegraph offices.

1. What salary do you receive ?
Three hundred and sixty dollars.
2. What allowance do you receive for office-cleaning ?
One dollar per month, when it was allowed.
3. How long have you received that allowance ?
Since opening of this office in August, 1881, till June, 1891, when it was discontinued.
4. Was that allowance reduced or cut off in 1891 ?
Cut off.
5. If reduced, by what amount ?
In toto.
6. Have you been accustomed to receive an allowance of coal ?
Yes.
7. For how long ?
Since office was opened in 1881.
8. What quantity ?
Eight tons, probably one hhd. or two, more or less.
9. Did you receive the usual allowance of coal in 1891 ?
Yes.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly.

I never made it a practice to ask for anything except what was absolutely necessary ; but whenever I did so, always received what was needed.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 41 (concluded).

Questions to be answered by Operators Government Telegraph offices.

11. Did you receive such allowance in 1891?

No. I did not apply for anything.

12. Have you always been allowed a repairer?

No permanent repairer was ever appointed on this branch since its erection, but I am allowed to hire a man, or two, if urgency demands it, whenever I see the necessity for so doing.

13. Did you have a repairer in 1891?

No.

14. Have you a repairer at present?

No.

15. Did you make complaint to any person as regards the reduction of allowances in 1891?

No.

16. If so, to whom?

17. What reasons were given to you for the reductions?

None.

I certify the above to be correct answers to the questions asked.

J. W. SODERO, *Operator.*

Harbor Briton Station, Sept. 26, 1892.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 43.

Repairing Line, Harbor Briton Station, 1888.

HARBOR BRITON, January 18th, 1888.

To the Anglo-American Telegraph Company,—

Please pay Messrs. Newman & Co., or order, the sum of twenty-seven dollars and sixty-five cents, for labor and provisions repairing telegraph line, as per voucher.

J. W. SODERO, *Operator.*

\$27.65. Paid J. W. Stewart,
per J. J. Syme.

March 5, 1888.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 43 (continued).

 Repairing line, Harbor Briton.

The Anglo-American Telegraph Company, for labor repairing line from December 31st, 1887, to January 14th, 1888, as follows:—

To Robert Spencer (who was obliged to return crippled)	\$3 00
John Stuart, who went twice, first time with above	3 00
John Molloy and son, who got disabled also ; forced to re- turn, not reaching the break.	7 00
John Herrett, John Stuart, and Sodero himself	11 00
Provisions found for us	3 00
	<hr/>
	<u>\$27 00</u>

his
ROBERT X SPENCER,
mark

his
JOHN X STUART,
mark

his
JOHN X MOLLOY AND SON,
mark

his
JOHN X HERRETT,
mark

JOS. W. SODERO.

Harbor Briton, Jan. 24, 1888.

J. W. Sodero, witness.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 43 (continued).

Repairing Harbor Briton Line.

CONNE RIVER,
February 28, 1890.

Received of Hon. A. M. Mackay the sum of three dollars for labor repairing Harbor Briton line.

\$3.00.

J. C. LESLIE.

CONNE RIVER,
March 31st, 1890.

Received of Hon. A. M. Mackay the sum of twenty-six dollars for labor two men, two trips on Harbor Briton line.

\$26.00.

J. C. LESLIE.

 EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

 EXHIBIT 43 (*continued*).

 Repairing Harbor Briton line.

\$20.40.

 HARBOR BRITON,
 August 17th, 1888.

At sight, please pay Messrs. Newman & Co., or order, the sum of twenty dollars and forty cents, advanced for repairing and covering tilts and other labor on the line, as per voucher.

JOSEPH W. SODERO.

To A. M. Mackay, Esq., St. John's.

Sept. 6, 1888.

 Paid J. & W. Stewart,
 per S. C. Watson.

 THE ANGLO-AMERICAN TELEGRAPH CO., LIMITED.

St. John's Station,

March 3, 1885.

Memorandum to J. C. Leslie,—

Repairs Harbor Briton line, \$8.30 credited in his current account.

 EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

 EXHIBIT 43 (concluded).

 Repairs to Line, 1885.

THE ANGLO-AMERICAN TELEGRAPH CO., LIMITED.

December 31, 1885.

Memorandum to J. C. Leslie,—

 Repairs to Harbor Briton line, \$4.00.credited his current account.

THE ANGLO-AMERICAN TELEGRAPH COMPANY, LIMITED.

St. John's, Newfoundland, February 4, 1886.

Memorandum to Government maintenance. Vouchers missing.

J. C. Leslie.....	\$8 30
J. C. Leslie.....	4 00

These items appeared in A. A. Co's statements, but being for repairs of Harbor Briton line, are chargeable to that line, and were consequently eliminated from A. A. Co's accounts.

A. M. MACKAY.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 44.

List of Wm. Abbott's Receipts for Moneys charged to Government.

WM. ABBOTT'S RECEIPTS.			
31st Dec., 1884—	For	2 months' services	\$120 00
31st March, 1885—	"	3 " "	180 00
30th June, 1885—	"	3 " "	180 00
30th Sept., 1885—	"	3 " "	180 00
31st Oct., 1886—	"	1 " "	60 00
31st Dec., 1887—	"	3 " "	150 00
18th Dec., 1889—	"	5 " "	250 00
		20 months.	\$1,120 00
31st Dec., 1885—	"	Gratuity,	100 00
			\$1,220 00
Wm. Abbott's actual wages, \$40 per month.			
		20 months at \$40	\$800 00
		Difference—overcharged	\$420 00

 EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

 EXHIBIT 35.

 Receipts from William Abbott for Wages and Gratuity—1884-5-7-9.

Received from A. M. Mackay the sum of sixty dollars on account one month's labor Twillingate line.

Dated 31st day of October 1886.

\$60 00

L. G. Mackay, Witness.

his
WILLIAM X ABBOTT,
mark.

Received from A. M. Mackay the sum of one hundred dollars gratuity on account services in connection with the Twillingate line.

Dated the 31st day of Dec., 1885.

\$100 00

L. G. Mackay, Witness.

his
WILLIAM X ABBOTT,
mark.

ST. JOHN'S, NFLD., Dec. 31st, 1887.

Received from A. M. Mackay, Esq., the sum of one hundred and fifty dollars, three months' salary, Fogo line.

\$150 00

R. C. Smith, Witness.

his
WILLIAM X ABBOTT,
mark.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 35 (continued).

Receipts from William Abbott for Wages and Gratuity—1884-5-7-9.

Received from A. M. Mackay the sum of one hundred and eighty dollars, for 3 months ending 30th Sept., 1885.

Dated the 30th day of September, 1885.

\$180.00.	L. G. MACKAY,	WILLIAM X ABBOTT,
	Witness.	his mark.

Received from A. M. Mackay the sum of thirty pounds for two months, Nov. and Dec., 1884, preparing for work on north line, Twillingate.

Dated the 31st day of December, 1884.

\$120.00.	L. G. MACKAY,	WILLIAM X ABBOTT,
	Witness.	his mark.

ST. JOHN'S, Dec. 18th, 1889.

Received of Hon. A. M. Mackay the sum of two hundred and fifty dollars, five months' services as Superintendent of Crews on line.

WILLIAM ABBOTT.

\$250 00

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 35 (concluded).

Received from A. M. Mackay the sum of one hundred and eighty dollars for three months on Twillingate line.

Dated March 31st, 1885.

his
WILLIAM X ABBOTT.
mark.

\$180 00.

L. G. Mackay, Witness.

Received from A. M. Mackay the sum of one hundred and eighty dollars for three months ending June 30.

Dated the 30th day of June, 1885.

his
WILLIAM X ABBOTT.
mark.

\$180 00.

L. G. Mackay, Witness.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 45.

Letter of the Hon. A. M. Mackay to Hon. R. Bond, Col. Secretary.

[COPY.]

APRIL 9TH, 1891.

SIR,—

I will undertake for the present year to operate the Government system of telegraphs with as much efficiency as heretofore for a payment of eighteen thousand dollars (\$18,000), this sum to cover terminal houses at each end of the cables (ten in all), and also the re-building of the Harbor Breton branch now under way, and every payment of every kind whatsoever necessary for the efficient working. The payments for January, February and March (\$6,000) would be of course payments on account.

Yours, etc.,

A. M. MACKAY.

Letter of the Hon. R. Bond, Col. Secretary, to the Hon. A. M. Mackay.

[COPY.]

SECRETARY'S OFFICE,

April 11th, 1891.

SIR,—

Referring to your letter of the 9th inst., I have the honor to inform you that the Government accept your offer to maintain and operate the Government system of telegraphs, with as much efficiency as heretofore, for a payment of eighteen thousand dollars, that sum to cover terminal houses at each end of the cables (ten in all), and also the re-

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 45 (concluded).

building of Harbor Breton branch, and every payment of every kind whatsoever necessary for the efficient working. The payments made by the Government up to this date to be of course payments on account. This arrangement to hold good for this year only.

I have, etc.,

R. BOND,
Colonial Secretary.

The HON. A. M. MACKAY.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 46.

Letter of Hon. Colonial Secretary to Hon. A. M. Mackay.

COLONIAL SECRETARY'S OFFICE

Dec. 30, 1891.

SIR,—

I am directed by the Government to intimate to you that complaints have been made by operators in the Government service to the effect that since first June last the usual monthly allowance for office and battery cleaning, etc., has been discontinued, and in more than one instance it is alleged that the services of the repairers have been dispensed with. It appears to the Government that if the work of the outport telegraph offices warranted those expenditures during the past twelve years or more, there certainly was the same need for a similar expenditure during the past year, and it is considered that if these allegations are correct, then the agreement made with you on the 11th of April last, which stipulated that you should "maintain and operate the Government system of telegraphs with as much efficiency as heretofore," and make "every payment of every kind whatsoever necessary for the efficient working," has not been carried out in the manner intended and anticipated, and further, that a great injustice has been done those Government officials. The Government will be glad to hear from you at once respecting this matter.

I have, etc.,

R. BOND, C. S.

The Hon. A. M. Mackay.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 46 (continued).

Complaints from operators referred to in the Colonial Secretary's letter.

TELEGRAPH OFFICE,

Bonne Bay, Nov. 12, 1891.

The Hon. the Colonial Secretary,
SIR,

I take the liberty of quoting two messages received from the General Superintendent of Telegraph Company, the Hon. A. M. Mackay, and to lay before you certain facts in connection therewith.

On the first June Mr. Mackay sent me the following instructions: "Government lines in future, discontinue all charges for cleaning offices, and all charges of every kind except what you might absolutely pay for repairing line. No charge of any kind will be passed, except in cases where rent is allowed."

The above applies to all telegraph offices on the Government lines, but the following wire was transmitted to me, personally, by the General Superintendent on the 2nd June: "Who owns building where office is? Can't we get free rent from the Government? Surely there is room in C. House, free rent."

I beg to say that, after being in the service twelve years, and performing the duties of this office well and faithfully during this long period of time, I consider it a great hardship and injustice to be compelled to pay one dollar per month for cleaning office, and various other sums for delivering messages, cleaning battery, etc., out of the inadequate sum of two hundred dollars per year. I herewith enclose receipts in order to show you the amounts disbursed by me. In addition to what has already been curtailed, I am not allowed a repairer, after having the services of one for upwards of twelve years. Hitherto there was allowed a repairer the sum of three hundred and thirty-six dollars per year.

I would respectfully ask why I am deprived of a repairer after having one for so many years. If the work warranted the services of one for such a length of time, it certainly does now that the receipts of the office

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 46 (continued).

are increasing ; and if the office required to be kept clean previous to this change, I find the same need for cleanliness now.

It is thought that a contract has been given to a private individual, but it cannot be that the Government would make such sweeping changes in order to enrich one man and impoverish so many, some of whom were only receiving a miserable allowance, and who left nothing undone to return the present administration to power. If a contract has been given, the contractor will be enriched from the change made in Bonne Bay alone, to the amount of four hundred dollars.

I have, etc.,

N. N. TAYLOR, *Operator.*

Receipts referred to.

Received from N. N. Taylor, telegraph operator, the sum of five dollars, for cleaning battery, etc., since the first of June last.

HEZEKIAH WILTON.

Bonne Bay, Nov. 12, 1891.

BONNE BAY, Nov. 13, 1891.

Received from N. N. Taylor, operator, the sum of five dollars, for cleaning office since June 1st, 1891.

SOPHIA LEWIS.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 46 (concluded).

KING'S COVE,
Jan. 6, 1892.

Hon. R. Bond, Colonial Secretary,

DEAR SIR,

For the past ten years my daughter has filled the situation of telegraph operator at this station, receiving in return for her services the local receipts of the office. In addition to this, the Company always allowed one dollar per month for cleaning, and provided fuel, oil, etc.

This year the Superintendent wires my daughter that rent is to be reduced by half, and charges for coal, cleaning, etc., are to come out of her receipts. Is not this manifestly unfair?

Why are not the same privileges granted now as before? Who reaps the benefits? I have appealed to Mr. Stott, the Superintendent, time and again. He says he is unable to give me any satisfaction. Knowing your influence with the Company, as well as with the Government, and soliciting your kind interest in our behalf,

I remain,

JOHN DEVINE.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 47.

*Letter of Hon. A. M. Mackay to Hon. R. Bond, Colonial Secretary,
January 18th, 1892.*

ANGLO-AMERICAN TELEGRAPH CO. (LIMITED.)

ST. JOHN'S, N. F., STATION,

January 18th, 1892.

Memorandum to HON. R. BOND,
Colonial Secretary.

DEAR SIR,—

Referring to yours of Dec. 30th, previously acknowledged, I have to say that there never was any "usual monthly allowance for office and battery cleaning." A charge was frequently made for office cleaning, but always objected to by me, because it was a charge for moneys paid which had not been paid.

The Government system of telegraphs consisted last year of 33 offices, ten of which are supplied with men who, of course, would do any cleaning which the operator did not wish to do himself. Five are offices paid on the self-supporting system, that is, the operator takes all the Government lines tolls and pays all expenses, except battery, stationery and repairs. Three other offices are jointly used for custom house, telegraph and post-office. This accounts for 18 offices out of the 33 which clearly cannot be considered as entitled to make the charge for cleaning. Two others never made such a charge, thus reducing the list to 13. Out of these 13, five have recently had their salaries raised from \$100 to \$150 a year, purposely so that they might not urge the smallness of their stipends as a reason for making improper charges, leaving only eight offices who could with any show of reason make such a charge. Eight offices for seven months is the equivalent of fifty-six dollars.

As to the other charge of dispensing with a repairer, it is true that since the 1st of May there are two repairers less on the line than there was prior to that date. But this was determined on in November, 1889, in consequence of large renewals completed in that year, enabling me

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 47 (continued).

to return to the number of repairers employed when the lines were newer. Of course, the permanent repairers will vary according to the condition, that is, the age of the lines. In 1885 I employed ten permanent repairers. In 1890-91 I had eleven permanent repairers. Parts of the time in the interim I have had thirteen. A certain degree of efficiency is aimed at, and in no year have the lines been worked with greater efficiency nor with so much regularity as in 1891. Every payment of every kind to obtain this efficient working has been paid by me, and I contend that the Government, in arriving at an opposite conclusion, have done so without sufficient data, and I am satisfied that had an explanation been asked for, no such conclusion could have been drawn.

The complainants, I understand, are Mr. Taylor, of Bonne Bay; Mr. Dominy, of Greenspond, and Mr. Devine, of King's Cove. With regard to the latter gentleman, it was arranged that that office should be worked for the Government receipts, but through the persistent interference of one of the representatives of Bonavista Bay, an allowance was made for rent and subsequently for coal, both of which are outside and beyond the contract. Instead of further extortions for sweeping office being allowed, those which he is already improperly receiving should be discontinued. As to Mr. Dominy, he appeared to be quite delighted to get the office for his daughter at \$12.50 per month; and as for Mr. Taylor, I have not that implicit confidence in this gentleman which the Government appear to entertain for him, and this accounts for my queries to him *re* rent, which I thought might be paid already by the Government through the books of the Receiver General.

I would have supposed that efforts on my part to economically work the Government lines would have met the warm approval of the Government. It must not be forgotten that I am constantly urged by the members of the districts to increase the expenditure in favor of their several favorites of the different members; and, standing as I do between this severe and powerful pressure on the one side, and a desire to protect the public treasury on the other, my position is often a most unpleasant one.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 47 (continued).

Trusting that these explanations will prove satisfactory to the Government,

I am, sir, your obedient servant,

A. M. MACKAY.

Letter of Hon. A. M. Mackay to Hon. Colonial Secretary.

ST. JOHN'S, Dec. 31, 1891.

DEAR SIR,

I have the honor to acknowledge the receipt of yours of yesterday's date. I am, and have been ill for some days, and cannot specifically reply to the charges made against me of unfair treatment of certain Government officials under my charge until I get letter. If I have been able to economize the expenditure for maintenance of the Government system of telegraphs to the extent of some three hundred dollars or so since 11th April last, it is certainly not more, but less than I expected to have been able to do. The very smallness of the charge shews that the efficiency has not been meddled with.

I think it not advisable to go into the expenditure back to twelve years ago, because even if it were shewn that a greater economy might have been exercised, it must be remembered that, *with the exception of two years, my services were given gratuitously.* You will please not to forget that with Government employes, at least in some departments, took on their salaries in the character of a retainer, and that for any

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 47 (concluded).

services rendered which they consider not strictly in their line, they have a right to charge extra for. I have to combat this condition of things in dealing with Government operators. I must say that in an experience covering forty-two years of continual service, I never before knew a claim to be made for extra pay for an operator cleaning his battery.

I am, &c.,

A. M. MACKAY.

The Hon. Robt. Bond, *Col. Sec.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48.

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

WM. CUNNINGHAM.

1. What salary do you receive?
\$33.33 per month.
2. What allowance do you receive for office-cleaning?
Nothing now. Always had \$1 per month.
3. How long have you received that allowance?
About 12 years.
4. Was that allowance reduced or cut off in 1891?
Cut off.
5. If reduced, by what amount?
\$1 per month.
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
About 12 years.
8. What quantity?
Three tons per year.
9. Did you receive the usual allowance of coal in 1891?
Yes.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Yes.
11. Did you receive such allowance in 1891?

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

No; next to nothing sent lately.

12. Have you always been allowed a repairer?

No. Formerly I had a contract to keep my section in repair; now it is done by S. W. Arm repairers after a fashion.

13. Did you have a repairer in 1891?

No. In June, 1891, the contract was cancelled.

14. Have you a repairer at present?

No.

15. Did you make complaint to any person as regards the reduction of allowances in 1891?

Not particularly. Mr. Mackay notified me that my salary would be reduced to \$20 per month. I objected, and it was not done.

16. If so, to whom?

I mentioned the fact to the Hon. Receiver General. He told me if such was done to notify the Government.

17. What reasons were given to you for the reduction?

None.

I certify the above to be correct answers to the questions asked, to the best of my knowledge.

W. CUNNINGHAM, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

B. C. BAILEY, NIPPER'S HARBOR.

1. What salary do you receive ?

Government receipts of office.

2. What allowance do you receive for office-cleaning ?

Nothing. Have never asked for any.

3. How long have you received that allowance ?

4. Was that allowance reduced or cut off in 1891 ?

5. If reduced, by what amount ?

6. Have you been accustomed to receive an allowance of coal ?

I was appointed January, 1889, Messrs. W. Waterman & Co. furnished office with coal from 1889 till May, 1891. Since that time late W. J. Eaton, Esq., J. P.

7. For how long ?

8. What quantity ?

9. Did you receive the usual allowance of coal in 1891 ?

10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly ?

Have received such when asked for.

11. Did you receive such allowance in 1891 ?

Received such in 1889. Have not asked for any since, but want floor-canvas and room-paper ; also an office stove now.

12. Have you always been allowed a repairer ?

This station never had a repairer.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

13. Did you have a repairer in 1891 ?

No.

14. Have you a repairer at present ?

No.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

16. If so, to whom ?

17. What reasons were given to you for the reductions ?

I certify the above to be correct answers to the questions asked.

B. C. BAILEY, *Operator.*

Nipper's Harbor, October 4th, 1892.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

M. P. SMART, S. W. ARM.

1. What salary do you receive?
\$38.33 per month.
2. What allowance do you receive for office-cleaning?
Nothing at present.
3. How long have you received that allowance?
Prior to 1891, received \$1.00 per month.
4. Was that allowance reduced or cut off in 1891?
Yes.
5. If reduced, by what amount?
\$1.00.
6. Have you been accustomed to receive an allowance of coal?
No. Office found in wood by repairers.
7. For how long?
Fourteen years.
8. What quantity?
9. Did you receive the usual allowance of wood in 1891?
Yes.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Yes. Received those articles whenever ordered.
11. Did you receive such allowance in 1891?
Received soap, oil, etc. Ordered no canvas.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer ?
Yes. Two since 1888.
13. Did you have a repairer in 1891 ?
Yes.
14. Have you a repairer at present ?
Yes ; two.
15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?
No.
16. If so, to whom ?
17. What reasons were given to you for the reductions ?

I certify the above to be correct answers to the questions asked.

M. P. SMART, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

R. D. WALSH, LITTLE BAY MINE.

1. What salary do you receive?
\$33.33 per month.
2. What allowance do you receive for office-cleaning?
Nothing.
3. How long have you received that allowance?
Since July, 1891.
4. Was that allowance reduced or cut off in 1891?
5. If reduced, by what amount?
\$1 per month.
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
14 years.
8. What quantity?
3 to 4 tons.
9. Did you receive the usual allowance of coal in 1891?
Yes.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Not yearly, but whenever ordered.
11. Did you receive such allowance in 1891?
No. None ordered.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer ?

No.

13. Did you have a repairer in 1891 ?

No.

14. Have you a repairer at present ?

No.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

Made no formal complaint. Asked in August, 1892, if I was to be reimbursed for expenditure in keeping office clean.

16. If so, to whom ?

Asked Superintendent Stott, who referred me to General Superintendent Mackay.

17. What reasons were given to you for the reduction ?

The General Superintendent's reasons were, that all offices had to be treated alike ; therefore I could not be reimbursed.

I certify the above to be correct answers to the questions asked.

R. D. WALSH, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

SAMUEL SHAW, DEER LAKE (OR SANDY LAKE).

1. What salary do you receive?
I receive \$40 per month.
2. What allowance do you receive for office-cleaning?
Nothing allowed for office-cleaning.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
Allowance was cut off in 1891.
5. If reduced, by what amount?
Always received \$1 per month before.
6. Have you been accustomed to receive an allowance of coal?
Receive no allowance of coal. I burn wood.
7. For how long?
8. What quantity?
9. Did you receive the usual allowance of coal in 1891?
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Have received soap and brooms, but nothing else. Nothing since 1890. Receive 50 cents per month for oil at present.
11. Did you receive such allowance in 1891?
Did not receive anything of such allowance in 1891, but received a small quantity of medicine in 1891.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer?

Have always had a repairer in winter months.

13. Did you have a repairer in 1891?

Had two repairers in 1891. One of them stayed with me for about three weeks, and the other for four months.

14. Have you a repairer at present?

Have no repairer at present.

15. Did you make complaint to any person as regards the reduction of allowances in 1891?

Made no complaint to any person.

16. If so, to whom?

17. What reasons were given to you for the reduction?

No reasons were given for reductions.

DEAR SIR,

I repaired the lines the winter of 1890, for 6 months at \$20 per month and board, paid to Tipple, he being the operator. I have never been credited with the money on my account, and have had no account from the Company since June, 1891.

I certify the above to be correct answers to the questions asked.

SAMUEL SHAW, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

ALEX. READ, BAY OF ISLANDS.

1. What salary do you receive?
\$399.96 per year.
2. What allowance do you receive for office-cleaning?
\$12.00 per year.
3. How long have you received that allowance?
1st April, 1886.
4. Was that allowance reduced or cut off in 1891?
Cut off.
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
7 years.
8. What quantity?
3 tons.
9. Did you receive the usual allowance of coal in 1891?
Yes.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Yes.
11. Did you receive such allowance in 1891?
No.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer ?

Yes ; two.

13. Did you have a repairer in 1891 ?

Yes ; two.

14. Have you a repairer at present ?

Yes ; one.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

16. If so, to whom ?

17. What reasons were given to you for the reductions ?

The expenses of the office were too great.

I certify the above to be correct answers to the questions asked.

ALEX. READ, *Operator.*

BAY OF ISLANDS,

Sept. 29, 1892.

HON. R. BOND, *Col. Secretary,*
St. John's.

SIR,—

Yours of the 16th inst. received. I now answer questions to the best of my knowledge. I have had charge of this office seven years 13th March next, and up to last year, 1891, I always received the supplies asked for in questions. Last year they were cut off, with the exception of coal and kerosene—50 cents per month for kerosene. Office used formerly to be in the Court House, but owing to the sergeant's

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

family being large and children noisy, I had to shift the office. I bought a house and was allowed \$24 per year rent, but last year it was cut off. I find it difficult to support my family with my small salary. I just mentioned it to Mr. Stott last year, but made no complaints about it.

May I ask you to keep what I have written *private*.

I am, Sir,

Your obedient servant,

ALEX. READ.

P.S.—One repairer was dismissed last fall for refusing duty.

 EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

 EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

CHARLES READ, BONNE BAY.

1. What salary do you receive?
\$16.66 per month.
2. What allowance do you receive for office-cleaning?
\$1 per month.
3. How long have you received that allowance?
Since 25th April.
4. Was that allowance reduced or cut off in 1891?
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
7. For how long?
8. What quantity?
9. Did you receive the usual allowance of coal in 1891?
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
11. Did you receive such allowance in 1891?
12. Have you always been allowed a repairer?
13. Did you have a repairer in 1891?
14. Have you a repairer at present?
No.
15. Did you make complaint to any person as regards the reduction of allowances in 1891?
No.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

16. If so, to whom ?

17. What reasons were given to you for the reductions ?

I certify the above to be correct answers to the questions asked.

CHARLES READ, *Operator.*

BONNE BAY,
Sept. 29, 1892.

R. BOND, ESQ., *Colonial Secretary,*
St. John's,—

SIR,

Yours of 18th inst. received. I only took charge of this office on 25th April last. I know nothing in connection with the Government Telegraph offices previous to my taking charge here. Therefore I am not in a position to answer all your questions. I receive \$1.67 per month for rent of office.

I am, Sir,

Your obedient servant,
CHARLES READ.

P.S.—I can barely live off such a small salary.—C. R.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

EDWARD TIPPLE, BAY ST. GEORGE.

1. What salary do you receive?
\$40.00 per month.
2. What allowance do you receive for office-cleaning?
No allowance.
3. How long have you received that allowance?
Until 1891.
4. Was that allowance reduced or cut off in 1891?
Yes.
5. If reduced, by what amount?
\$1.00.
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Always had winter's supply.
8. What quantity?
Four to five ton. Five tons winter of 1891.
9. Did you receive the usual allowance of coal in 1891?
Yes.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Yes, when required.
11. Did you receive such allowance in 1891?
Yes, what was needed.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer ?

Yes.

13. Did you have a repairer in 1891 ?

Yes.

14. Have you a repairer at present ?

Yes.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

Not that I am aware of.

16. If so, to whom ?

No complaint made.

17. What reasons were given to you for the reduction ?

No reason. No allowance for cleaning offices ; only 50 cents a month for oil.

I certify the above to be correct answers to the questions asked.

EDWARD TIPPLE, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

JOHN J. DOYLE, GRAND RIVER.

1. What salary do you receive ?
\$30 per month, finding myself.
2. What allowance do you receive for office-cleaning ?
Receive nothing since May, 1891 ; \$1 per month before.
3. How long have you received that allowance ?
Allowed \$1 per month from time office opened here till 1891.
4. Was that allowance reduced or cut off in 1891 ?
It was cut off about 1st June, 1891.
5. If reduced, by what amount ?
6. Have you been accustomed to receive an allowance of coal ?
Yes.
7. For how long ?
Ever since office opened here.
8. What quantity ?
Three tons.
9. Did you receive the usual allowance of coal in 1891 ?
Yes.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly ?
Yes, before 1891, but not since.
11. Did you receive such allowance in 1891 ?
Yes, up to about 1st June, 1891.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer ?

No. He was taken off 6 months of 1891.

13. Did you have a repairer in 1891 ?

Six months of it.

14. Have you a repairer at present ?

Yes.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

No.

16. If so, to whom ?

17. What reasons were given to you for the reductions ?

In reply to your letter of 16th September, 1892,

I certify the above to be correct answers to the questions asked.

JOHN J. DOYLE, *Operator.*

Grand River, September 29th, 1892.

GRAND RIVER, CODROY,
12th October, 1892.

HON. COLONIAL SECRETARY, St. John's,—

DEAR SIR,

In reply to that letter of questions, I beg leave to correct an error in one of the answers I made. Where you asked if I got thing such as stove-black or brushes, or any other such things, I forgot to say I received 50 cents per month for oil since 1891. Did not ask for anything else for office since that, except to pay for repairing room, which was used for office before it was here, and I got liberty to pay the am't.

I am, your obedient servant,

JOHN J. DOYLE.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

ROSE HICKMAN, GRAND BANK.

1. What salary do you receive ?
\$150 a year.
2. What allowance do you receive for office-cleaning ?
None. There was an allowance of \$1 a month till 1891.
3. How long have you received that allowance ?
4. Was that allowance reduced or cut off in 1891 ?
Yes.
5. If reduced, by what amount ?
The whole amount was cut off.
6. Have you been accustomed to receive an allowance of coal ?
Yes.
7. For how long ?
Since 1889.
8. What quantity ?
Three tons a year.
9. Did you receive the usual allowance of coal in 1891 ?
Only two tons.
10. Have you been accustomed to receive soap, brooms, stove brushes, room-paper, floor-canvas, and other small articles yearly ?
No, only brooms.
11. Did you receive such allowance in 1891 ?
No.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer?

Fortune repairer does for Grand Bank.

13. Did you have a repairer in 1891?

No.

14. Have you a repairer at present?

No.

15. Did you make complaint to any person as regards the reduction of allowances in 1891?

No.

16. If so, to whom?

17. What reasons were given to you for the reduction?

I certify the above to be correct answers to the questions asked.

ROSE HICKMAN, *Operator.*

Grand Bank, Sept. 28, 1892.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.
A. BENNETT, FORTUNE.

1. What salary do you receive?
\$150 per year.
2. What allowance do you receive for office-cleaning?
None.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
The whole amount was cut off in 1891.
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Since 1886, when it was opened.
8. What quantity?
Three tons per year.
9. Did you receive the usual allowance of coal in 1891?
Yes.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
No, not yearly ; only when ordered for.
11. Did you receive such allowance in 1891?
Received in 1891 stove-brush and stove polish. Cannot say if I received anything else, as all my books were burnt.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer ?

Yes.

13. Did you have a repairer in 1891 ?

Yes.

14. Have you a repairer at present ?

Yes.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

No.

16. If so, to whom ?

17. What reasons were given to you for the reductions ?

None.

I certify the above to be correct answers to the questions asked.

A. BENNETT, *Operator.*

Fortune, Sept. 28, 1892.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

M. C. PITMAN, LAMALINE.

1. What salary do you receive ?
\$150 per annum.
2. What allowance do you receive for office-cleaning ?
None.
3. How long have you received that allowance ?
4. Was that allowance reduced or cut off in 1891 ?
Cut off, 1891.
5. If reduced, by what amount ?
6. Have you been accustomed to receive an allowance of coal ?
Yes.
7. For how long ?
Since office erected, 1887.
8. What quantity ?
Three tons each year.
9. Did you receive the usual allowance of coal in 1891 ?
Yes.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly ?
Have not received any since 1890.
11. Did you receive such allowance in 1891 ?
Received stationery only.
12. Have you always been allowed a repairer ?
Yes.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

13. Did you have a repairer in 1891 ?

Yes.

14. Have you a repairer at present ?

Yes.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

Made no complaints to any person.

16. If so, to whom ?

17. What reasons were given to you for the reduction ?

No reasons given.

I certify the above to be correct answers to the questions asked.

M. C. PITMAN, *Operator,*

per. H. P., Acting Clerk in charge.

Lamaline, Sep. 23, 1892.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

MISS SLANEY, ST. LAWRENCE.

1. What salary do you receive?
\$150 per annum.
2. What allowance do you receive for office-cleaning?
No allowance since 1891.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Since office was opened in 1887.
8. What quantity?
About three tons.
9. Did you receive the usual allowance of coal in 1891?
No, one ton and a half.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Yes.
11. Did you receive such allowance in 1891?
No.
12. Have you always been allowed a repairer?
Yes.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

13. Did you have a repairer in 1891 ?

Yes.

14. Have you a repairer at present ?

Yes.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

No.

16. If so, to whom ?

17. What reasons were given to you for the reductions ?

No reason given.

I certify the above to be correct answers to the questions asked.

O. M. SLANEY, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

MISS BLACKADAR, BURIN.

1. What salary do you receive?
\$30 per month.
2. What allowance do you receive for office-cleaning?
I do not receive any allowance for office-cleaning.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
Yes, that allowance was cut off in 1891.
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Since having charge of this office.
8. What quantity?
Thirty sacks in 1890; twenty sacks in 1891.
9. Did you receive the usual allowance of coal in 1891?
Not as much by ten sacks as I received the preceding year.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Yes.
11. Did you receive such allowance in 1891?
Yes, until June 1st, 1891.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer?

Yes, when occasion required.

13. Did you have a repairer in 1891?

Yes; when line needed repairs, a man was hired for the purpose.

14. Have you a repairer at present?

There is no repairer at this station. A man can always be hired when there is repairing to be done.

15. Did you make complaint to any person as regards the reduction of allowances in 1891?

No. Did not make any complaint.

16. If so, to whom?

17. What reasons were given to you for the reduction?

None whatever. I did not ask the reason.

I certify the above to be correct answers to the questions asked.

MARY C. BLACKADAR, *Operator,*
Burin, Newfoundland.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

LYDIA BURGESS, BAINE HARBOR.

1. What salary do you receive?

\$400, I to find office, light, furniture, etc., and to find repairer to keep 28 miles of line in repair.

2. What allowance do you receive for office-cleaning?

Included in answer to No. 1.

3. How long have you received that allowance?

4. Was that allowance reduced or cut off in 1891?

5. If reduced, by what amount?

6. Have you been accustomed to receive an allowance of coal?

Yes.

7. For how long?

Three years.

8. What quantity?

One and a half tons.

9. Did you receive the usual allowance of coal in 1891?

Yes.

10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?

No.

11. Did you receive such allowance in 1891?

No.

12. Have you always been allowed a repairer?

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Answered in No. 1.

13. Did you have a repairer in 1891 ?

Yes.

14. Have you a repairer at present ?

Yes.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

No.

16. If so, to whom ?

17. What reasons were given to you for the reductions ?

I certify the above to be correct answers to the questions asked.

LYDIA BURGESS, *Operator.*

BAINES HARBOR,
Sept. 22, 1892.

TO THE HON. COLONIAL SECRETARY,—

DEAR SIR,

Yours of 16th duly received. I herewith comply with your request, and enclose you code of questions answered, I hope, satisfactorily to you. Since amount allowed me is to cover all the expenses of repairer to keep 28 miles of line in repair, and all expenses of office and operating and office-hire, it is difficult to answer all your questions singly and in detail.

I have the honor to be, dear Sir,

Your obedient servant,

LYDIA BURGESS,
Operator.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

P. J. McEVOY, BAY L'ARGENT.

1. What salary do you receive?
\$300 per year.
2. What allowance do you receive for office-cleaning?
Nothing allowed for office-cleaning. Received \$12 per year for office-cleaning until 1891.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
Allowance cut off in 1891.
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes, received sufficient coal.
7. For how long?
8. What quantity?
About three tons.
9. Did you receive the usual allowance of coal in 1891?
Same allowed in 1891.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Received soap, brooms, stove-brushes, room-paper, floor-canvas, etc., yearly until 1891.
11. Did you receive such allowance in 1891?
Received no allowance in 1891.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer ?

Have no permanent repairer. Should line fail, always allowed a man to repair.

13. Did you have a repairer in 1891 ?

14. Have you a repairer at present ?

No repairer at present.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

Made no complaints to any person.

16. If so, to whom ?

17. What reasons were given to you for the reductions ?

No reason was given for reductions.

I certify the above to be correct answers to the questions asked.

P. J. McEVOY, *Operator.*

Bay L'Argent, Sept. 28th, 1892.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

E. GIBBONS, ST. MARY'S.

1. What salary do you receive?
\$240 yearly.
2. What allowance do you receive for office-cleaning?
None.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Eight years.
8. What quantity?
Two tons.
9. Did you receive the usual allowance of coal in 1891?
No.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
No, excepting floor-canvas, which we received several times.
11. Did you receive such allowance in 1891?
No.
12. Have you always been allowed a repairer?
Never had anything to do with repairing of line.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

13. Did you have a repairer in 1891?

No.

14. Have you a repairer at present?

No.

15. Did you make complaint to any person as regards the reduction of allowances in 1891?

No.

16. If so, to whom?

17. What reasons were given to you for the reductions?

I certify the above to be correct answers to the questions asked.

E. GIBBONS, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

GEO. VEITCH, ST. JOSEPH'S.

1. What salary do you receive?
\$240 per annum.
2. What allowance do you receive for office-cleaning?
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Since 1888.
8. What quantity?
Two tons.
9. Did you receive the usual allowance of coal in 1891?
Received but one and a half tons in 1891.
10. Have you been accustomed to receive soap, brooms, stove brushes, room-paper, floor-canvas, and other small articles yearly?
Yes.
11. Did you receive such allowance in 1891?
No.
12. Have you always been allowed a repairer?
I have had no repairer at this station. Line has been repaired from other quarters.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

13. Did you have a repairer in 1891?

I had no repairer in 1891, nor have I one at present.

14. Have you a repairer at present?

15. Did you make complaint to any person as regards the reduction of allowances in 1891?

I have not made any complaints to any person.

16. If so, to whom?

17. What reasons were given to you for the reductions?

None.

I certify the above to be correct answers to the questions asked.

GEO. J. VEITCH, *Operator.*

St. Joseph's, Sept. 28th, 1892.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

*EXHIBIT 48 (continued).**Questions to be answered by Operators Government Telegraph Offices.*

Reports from Operators, 1892.

J. J. CURTIS, CAPE RACE.

1. What salary do you receive?
I receive as salary \$300.
2. What allowance do you receive for office-cleaning?
Allowance for office-cleaning cut off since Sept., 1891.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
5. If reduced, by what amount?
\$1.00 per month.
6. Have you been accustomed to receive an allowance of coal?
Have never received allowance of coal.
7. For how long?
8. What quantity?
9. Did you receive the usual allowance of coal in 1891?
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Have received soap, brooms, brushes, and floor-canvas, but was not allowed stove or room-paper.
11. Did you receive such allowance in 1891?
12. Have you always been allowed a repairer?
Have no repairer.
13. Did you have a repairer in 1891?
14. Have you a repairer at present?

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

Did not make any complaint.

16. If so, to whom ?

17. What reasons were given to you for the reductions ?

Not allowed the only reason.

I certify the above to be correct answers to the questions asked.

J. J. CURTIS, *Operator.*

Cape Race, Sept. 27th, 1892.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

EDWARD KENNEDY, WESTERN BAY.

1. What salary do you receive ?

What I get paid here for messages I send. In 1889, \$135.36 ; in 1890, \$94.32 ; in 1891, \$62.58 ; and I receive \$2 per month for office rent.

2. What allowance do you receive for office-cleaning ?

None.

3. How long have you received that allowance ?

4. Was that allowance reduced or cut off in 1891 ?

5. If reduced, by what amount ?

6. Have you been accustomed to receive an allowance of coal ?

Yes.

7. For how long ?

Five years.

8. What quantity ?

Four tons.

9. Did you receive the usual allowance of coal in 1891 ?

No, did not receive any.

10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly ?

No, never any of this. There was oil sent every year for office, except in 1891.

11. Did you receive such allowance in 1891 ?

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer ?

I repaired line between Carbonear and Old Perlican for three years, for \$100 per year.

13. Did you have a repairer in 1891 ?

14. Have you a repairer at present ?

Have my own repairer here.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

Yes.

16. If so, to whom ?

The Hon. Surveyor General and the Hon. Colonial Secretary.

17. What reasons were given to you for the reductions ?

None. Received a message from Hon. A. M. Mackay to discontinue charging office rent, and no coal allowed. And having to give all information to Newfoundland bankers regarding bait free of charge, made a reduction in my receipts.

I certify the above to be correct answers to the questions asked.

E. KENNEDY, *Operator.*

WESTERN BAY, Sept. 3rd, 1892.

HON. R. BOND, *Colonial Secretary.*

SIR,—

I have been keeping the telegraph office here for five or six years, and getting only the receipts of office and \$2 a month for office rent, and this last three years I have had to give all information to Newfoundland bankers free of charge, which has deprived me of the greater part of my receipts in summer months, and at the same time giving me

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

twice the work. I think the Government should take this into consideration, and pay me for my trouble.

Your obedient servant,

E. KENNEDY.

WESTERN BAY,
Nov. 2, 1892.

HON. R. BOND, *Colonial Secretary*,—

SIR,

I have been keeping the telegraph line in repair between Carbonear and Perlican for \$100 per year, and it was to get a general repair in 1891, but it was never given that repair; consequently the line is in very poor repair. I could not afford to spend any more than I did last winter. Had it not been for my own labour I put on it, it would cost a good deal over a hundred dollars. Now it is not my intention, neither do I wish, neither can I afford to make any complaint. Mr. Stott was over the line the other day and complained of it not being in better repair. So I thought it best for me to write and explain it to you, should I be charged anything about it. The poles are very rotten on the lower end, and I dare say it would take about 100 or 120 of them to give it a general repair this fall.

I am, yours very respectfully,

E. KENNEDY, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

MISS LOUIS, LOWER ISLAND COVE.

1. What salary do you receive ?
The fees of the office.
2. What allowance do you receive for office-cleaning?
None.
3. How long have you received that allowance ?
4. Was that allowance reduced or cut off in 1891 ?
5. If reduced, by what amount ?
6. Have you been accustomed to receive an allowance of coal ?
Yes.
7. For how long ?
One year.
8. What quantity ?
9. Did you receive the usual allowance of coal in 1891 ?
I received one ton of coal, two hundred of wood, at \$2.40 per hundred.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly ?
No.
11. Did you receive such allowance in 1891 ?
12. Have you always been allowed a repairer ?
No.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

13. Did you have a repairer in 1891?
No.
14. Have you a repairer at present?
No.
15. Did you make complaint to any person as regards the reduction of allowances in 1891?
No.
16. If so, to whom?
17. What reasons were given to you for the reductions?

I certify the above to be correct answers to the questions asked.

MARY J. LOUIS, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

ALICE M. TUFF, OLD PERLICAN.

1. What salary do you receive?
Receipts only.
2. What allowance do you receive for office-cleaning?
None whatever.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
5. If reduced, by what amount?
3, 4, 5 covered in No. 2.
6. Have you been accustomed to receive an allowance of coal?
Not since 1890.
7. For how long?
For one year only.
8. What quantity?
Two tons, which was not sufficient.
9. Did you receive the usual allowance of coal in 1891?
No.
10. Have you been accustomed to receive soap, brooms, stove brushes, room-paper, floor-canvas, and other small articles yearly?
~~No.~~
11. Did you receive such allowance in 1891?
No.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer?

Yes.

13. Did you have a repairer in 1891?

Yes.

14. Have you a repairer at present?

Yes.

15. Did you make complaint to any person as regards the reduction of allowances in 1891?

Yes.

16. If so, to whom?

Messrs. Scanlan and Woods.

17. What reasons were given to you for the reductions?

None, but stated that I was "to find office and everything therein except instruments and official stationery."

I certify the above to be correct answers to the questions asked.

ALICE M. TUFF, *Operator.*

Old Perlican, Sept. 24th, 1892.

OLD PERLICAN,
Sept. 23, 1892.

HON. ROBERT BOND, *Colonial Secretary*, St. John's,—

SIR,

Herewith you will please receive replies to your questions of the 16th inst. It will be seen that since taking charge of the office, I have had to run it upon the receipts, only receiving from the department instruments (including blue stone, etc.), stationery, stove, oil, and two tons of coal. My father built the room in which the office is held, and has kept it in repair entirely at his own expense, an amount which I believe the receipts to date have not nearly covered.

Sir, I have the honor to be,

Yours respectfully,

ALICE M. TUFF.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

JENNIE TILLEY, SHOAL HARBOR.

1. What salary do you receive?
\$30 per month.
2. What allowance do you receive for office-cleaning?
None.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Three years.
8. What quantity?
First year, one ton; second year, two tons; third year, one and a half tons.
9. Did you receive the usual allowance of coal in 1891?
One and a half tons.
10. Have you been accustomed to receive soap, brooms, stove brushes, room-paper, floor-canvas, and other small articles yearly?
No, not yearly. Received one canvas, two paperings, and stove brush.
11. Did you receive such allowance in 1891?
No.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer ?

Since Gambo line was built, except when on general repair.

13. Did you have a repairer in 1891 ?

Yes.

14. Have you a repairer at present ?

Yes.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

Told some one at St. John's office that $1\frac{1}{2}$ tons of coal was not enough.

16. If so, to whom ?

17. What reasons were given to you for the reductions ?

None.

I certify the above to be correct answers to the questions asked.

JENNIE TILLEY, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

BRIDE DEVINE, KING'S COVE.

1. What salary do you receive?
The local cash receipts.
2. What allowance do you receive for office-cleaning?
None.
3. How long have you received that allowance?
Since 1891.
4. Was that allowance reduced or cut off in 1891?
Yes.
5. If reduced, by what amount?
\$1.00 per month.
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Since office opened here.
8. What quantity?
Three tons yearly.
9. Did you receive the usual allowance of coal in 1891?
On entreaty, received half. Was told should provide fuel myself hereafter.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Yes.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

11. Did you receive such allowance in 1891?
No.
12. Have you always been allowed a repairer?
No.
13. Did you have a repairer in 1891?
No.
14. Have you a repairer at present?
Trinity repairer attends to our line.
15. Did you make complaint to any person as regards the reduction of allowances in 1891?
Yes.
16. If so, to whom?
The Superintendents.
17. What reasons were given to you for the reductions?
None.

I certify the above to be correct answers to the questions asked.

BRIDE DEVINE, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

A. MURRAY, GAMBO.

1. What salary do you receive?
\$30 per month salary and \$13 per month allowed for board, etc.
2. What allowance do you receive for office-cleaning?
None now. Up to end of May, 1891, received \$1.00 per month.
3. How long have you received that allowance?
Five and a half years.
4. Was that allowance reduced or cut off in 1891?
Yes.
5. If reduced, by what amount?
Totally cut off.
6. Have you been accustomed to receive an allowance of coal?
No.
7. For how long?
8. What quantity?
9. Did you receive the usual allowance of coal in 1891?
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Have received stove and floor-brushes, with two lamps and furnishings, since office opened in 1888. Never had any room-paper or canvas, etc. Had one stove.
11. Did you receive such allowance in 1891?

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer ?

Yes.

13. Did you have a repairer in 1891 ?

Yes ; two for the first half of 1891. One for the remainder of year and since.

14. Have you a repairer at present ?

Yes.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

No.

16. If so, to whom ?

17. What reasons were given to you for the reductions ?

None.

I certify the above to be correct answers to the questions asked.

ARTHUR MURRAY, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

MISS DOMINY, GREENSPOND.

1. What salary do you receive?
\$150.
2. What allowance do you receive for office-cleaning?
No allowance.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
Cut off in 1891.
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Since I took charge of office, Nov., 1890.
8. What quantity?
Two tons.
9. Did you receive the usual allowance of coal in 1891?
Yes.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
No. Have had to pay for such articles out of salary.
11. Did you receive such allowance in 1891?
No.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer?

Yes.

13. Did you have a repairer in 1891?

Yes.

14. Have you a repairer at present?

No.

15. Did you make complaint to any person as regards the reduction of allowances in 1891?

Made complaint about salary.

16. If so, to whom?

Mr. Mackay and Stott.

17. What reasons were given to you for the reductions?

No reason given.

I certify the above to be correct answers to the questions asked.

LOUISA DOMINY, *Operator.*

GREENSPOND, Oct. 3, 1892.

HON. R. BOND, *Colonial Secretary,*
St. John's,—

SIR,

By mail I received your note and list of questions to be answered, and which I have done and now return to you.

I succeeded Miss M. C. Blackadar, at Greenspond office in Nov., 1890. While she was here I understood her salary was \$360.00 and office expenses found. In the spring of 1891 I got a few things for cleaning the office, and the bill was sent to St. John's office. I then received instructions that, for the future, I would have to get it from

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

St. John's. I ordered paper several times, but did not receive it. I pay for cleaning out of my salary, and which I find it hard to do, as my salary is small, \$150. There was one item that was allowed Miss Blackadar, and that was for a man to clear snow, and bring water for batteries when required, for which he was paid the sum of \$8. Now I have to pay that amount out of my salary, so by the time board and lodging is found, my balance is very small.

I wrote A. M. Mackay, Esq., and Mr. D. Stott on the matter, but received no answer from either of those gentlemen concerning my salary. I fully expected I would get an advance, as business is increasing.

With regard to repairer, I only have one when occasion requires; no regular repairer kept on hire, only at Gambo. When line fails, I hire a man to go over the line to meet Gambo repairer. Trusting you will advance my salary,

Yours truly,

LOUISA M. DOMINY,
Operator, Greenspond.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

E. S. HENNEBURY, BEAVER COVE.

1. What salary do you receive?
\$30 per month.
2. What allowance do you receive for office-cleaning?
Nothing.
3. How long have you received that allowance?
Fifteen months.
4. Was that allowance reduced or cut off in 1891?
Previous to spring of 1891 we were allowed \$1.00 per month, but in June received enclosed message from Mr. Mackay.
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
No.
7. For how long?
8. What quantity?
9. Did you receive the usual allowance of coal in 1891?
10. Have you been accustomed to receive soap, brooms, stove brushes, room-paper, floor-canvas, and other small articles yearly?
Yes.
11. Did you receive such allowance in 1891?
No.
12. Have you always been allowed a repairer?
Yes.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

13. Did you have a repairer in 1891 ?

Yes.

14. Have you a repairer at present ?

Yes.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

Yes.

16. If so, to whom ?

Mr. D. Stott.

17. What reasons were given to you for the reductions ?

Simply said Mr. Mackay's instructions.

I certify the above to be correct answers to the questions asked.

E. S. HENNEBURY, *Operator.*

St. JOHN'S, June 1st, 1891.

All Offices Government Lines :

In future discontinue all charges for cleaning office, and all charges of every kind, except what you might absolutely pay for repairing line. No charge of any kind will be passed except in cases where rent is allowed.

MACKAY.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

ARTHUR SCOTT, TWILLINGATE.

1. What salary do you receive?
\$360 per year.
2. What allowance do you receive for office-cleaning?
None.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
I received \$1.00 per month previous to June, 1892, when it was cut off.
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Since office opened here in 1885.
8. What quantity?
Four tons.
9. Did you receive the usual allowance of coal in 1891?
I charged it in my account as usual last year, and it was paid. Have done so this year and sent in account, but will not know whether paid or not till I receive my account about March.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
I have.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

11. Did you receive such allowance in 1891?

Not after the spring.

12. Have you always been allowed a repairer?

We had no regular repairer since 1888, as only short distance. Have casual repairer, but he gets very poor pay.

13. Did you have a repairer in 1891?

Not a regular.

14. Have you a repairer at present?

No.

15. Did you make complaint to any person as regards the reduction of allowances in 1891?

I did.

16. If so, to whom?

To Mr. D. Stott, also our members, Messrs. Thompson and Peyton.

17. What reasons were given to you for the reductions?

Mr. Stott seemed to say we would have to grin and bear it, and the others said "Mackay had a contract to run the Government lines, so they supposed he would squeeze the last cent out of it." However, they could do nothing in the matter.

I certify the above to be correct answers to the questions asked.

ARTHUR W. SCOTT, *Operator.*

N. B.—We get such wonderful salaries that we can afford to be generous (?). I have about the hardest station and worst pay in the island.

A. W. S.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

TWILLINGATE STATION, Sept. 6th, 1892.

DEAR SIR.—

Since posting the answers to the questions you sent me, it strikes me I have left out one important item. Our main allowances were cut early in 1891, and the balance was taken in the spring. However, after a week or so of consideration, Mr. Mackay announced to us Government operators that we would be allowed the magnificent sum of fifty cents per month for kerosene oil, about enough to buy one and a half gallons. Of course, that was sufficient for summer months, but lasts me about two weeks in winter. That is what I forgot to mention.

I would like to ask you, too, if there is any chance of my salary being raised. I have applied to the Superintendents several times, but they say, this being a Government office, there is no chance. Don't you think that very hard? Here am I, a man of nearly 23, only getting the wages I got at 16.

If I cannot get an advance I will have to leave the office next spring and go to Canada, as I can only live out of my wages now, and I don't intend to remain a bachelor for any Government or company's interest. Apologizing for taking up your precious time,

I am, dear Sir,

Your obedient servant,

ARTHUR W. SCOTT.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

ANDREW PORTER, GREENSPOND.

1. What salary do you receive?
\$12.50 per month.
2. What allowance do you receive for office-cleaning?
Nothing. In 1890 and part 1891 \$1 was allowed monthly.
3. How long have you received that allowance?
4. Was that allowance reduced or cut off in 1891?
Allowance cut off in 1891.
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Eleven months. Former operator always received allowance of coal since 1888.
8. What quantity?
Ton and a half.
9. Did you receive the usual allowance of coal in 1891?
No.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
No.
11. Did you receive such allowance in 1891?
No.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

12. Have you always been allowed a repairer?

No. Any person I can get when line is out of repair.

13. Did you have a repairer in 1891?

No.

14. Have you a repairer at present?

No.

15. Did you make complaint to any person as regards the reduction of allowances in 1891?

No.

16. If so, to whom?

17. What reasons were given to you for the reductions?

I did not need full amount of coal; a ton and a half enough. I might have had more. No reasons were given for other reductions.

I certify the above to be correct answers to the questions asked.

ANDREW PORTER, *Operator,*
Change Islands.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

MISS KIRBY, FOGO.

1. What salary do you receive?
\$240.
2. What allowance do you receive for office-cleaning?
50 cents.
3. How long have you received that allowance?
Since 1891.
4. Was that allowance reduced or cut off in 1891?
Formerly I received \$100, but was reduced in 1891.
5. If reduced, by what amount?
50 cents.
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Since I took charge in 1887.
8. What quantity?
Three tons.
9. Did you receive the usual allowance of coal in 1891?
~~No.~~ It was reduced to two tons. Had to buy half hundred wood at my own expense.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

I received a broom and coal-box last year. Have not had any canvas since I came here. What I have now is worn through. Sent for some canvas last year, and room-paper, but they wrote me that it was not allowed ; so I had to buy paper myself.

11. Did you receive such allowance in 1891 ?

No.

12. Have you always been allowed a repairer ?

Yes ; paid every trip.

13. Did you have a repairer in 1891 ?

Yes.

14. Have you a repairer at present ?

Yes.

15. Did you make complaint to any person as regards the reduction of allowances in 1891 ?

Yes.

16. If so, to whom ?

Mr. Stott and Mr. Savin. Told them I could not manage with two tons coal, as I have a battery to keep from freezing.

17. What reasons were given to you for the reductions ?

None, except that it was not allowed ; said we had to be as careful as possible. I had to buy the wood to keep myself warm, as I only have a single floor, and the office is very cold. If I had some new matting or canvas, I should feel very comfortable.

I certify the above to be correct answers to the questions asked.

ANNIE KIRBY, *Operator.*

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (continued).

Questions to be answered by Operators Government Telegraph Offices.

Reports from Operators, 1892.

BESSIE HOLMES, SELDOM-COME-BY.

1. What salary do you receive?
\$150.
2. What allowance do you receive for office-cleaning?
Have received \$1 per month.
3. How long have you received that allowance?
Since 1st June, 1888.
4. Was that allowance reduced or cut off in 1891?
Cut off.
5. If reduced, by what amount?
6. Have you been accustomed to receive an allowance of coal?
Yes.
7. For how long?
Received first allowance October, 1888.
8. What quantity?
Three tons.
9. Did you receive the usual allowance of coal in 1891?
No, only half that amount, 1½ tons.
10. Have you been accustomed to receive soap, brooms, stove-brushes, room-paper, floor-canvas, and other small articles yearly?
Yes.
11. Did you receive such allowance in 1891?
No.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 48 (concluded).

12. Have you always been allowed a repairer?
Yes.
13. Did you have a repairer in 1891?
Yes.
14. Have you a repairer at present?
Yes.
15. Did you make complaint to any person as regards the reduction of allowances in 1891?
No.
16. If so, to whom?
17. What reasons were given to you for the reductions?
No reasons given.

I certify the above to be correct answers to the questions asked.

BESSIE HOLMES, *Operator.*

Dated Sept. 16th ; received Sept. 29, 1892 ; signed Oct. 5, 1892.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT O.

SEPT. 25, 1891.

From **LESLIE**, Conne River, to **D. STOTT**, Burgeo :

My man was over the line the other day, and found break in Harbor Briton Bay. He reports that over 100 of the new 50 cent poles are lying on ground between Hermitage and Harbor Briton Bays, never having been used. Consequence of this will be that the line will have to be re-built under three years. You know the value of these old fir poles after ten years. No wonder Miller got through the job so quick.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 49.

Letter of Hon. Colonial Secretary to Hon. A. M. Mackay.

SECRETARY'S OFFICE,
Aug. 9, 1892.

SIR,

I am directed by the Government to request you to be good enough to have the enclosed accounts certified, in accordance with the Order in Council which I had the honor to communicate to you on the 19th of May last.

I have, etc.,

R. BOND,
Colonial Secretary.

Hon. A. M. Mackay.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 50.

Letter of Hon. A. M. Mackay to Hon. Sir W. V. Whiteway.

ST. JOHN'S, August 9th, 1892.

HON. SIR W. V. WHITEWAY, K. C. M. G., Attorney General, etc., etc.

SIR,—

I enclose herewith accounts rendered Government telegraphs to 1st July, details of which, for the want of blank forms destroyed by the recent fire, are wanting, but will be furnished as soon as forms are received.

I also enclose to you copy of letter of this date from Colonial Secretary. I have forwarded to Mr. Stott such accounts as have come, and necessarily must come under his notice, for goods ordered and had from the company, for his signature, which, if correct, no doubt he will sign, and I shall return to the Colonial Secretary.

I decline to put the within accounts before Mr. Stott for his signature, as he has no knowledge of their correctness, neither can have. Prior to rendering these accounts I sent to the Colonial Secretary, asking that he or an accountant should call down and examine the Government telegraph line books, bank-book, etc. Mr. Bond could not attend, but Mr. Berteau did attend, and carefully examined the books and methods. What report Mr. Berteau made to the Government I, of course, do not know; but to us he expressed himself as well pleased.

After the recent fire I communicated to the Colonial Secretary, intimating to him that, in consequence of the total destruction of all stock on hand, it would be necessary to import. Anticipating a favorable reply, I, to save time, did order stationery from London and line material from New York, but got no authority confirmatory or otherwise from Mr. Bond. These goods are now on the way, and will arrive here in a day or two, and will cost about \$700. If the Government do not want them, however, I will take them over to the company, all except stamped stationery.

Your obedient servant,

A. M. MACKAY,
General Superintendent.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 50 (continued).

Letter of Hon. A. M. Mackay to Hon. R. Bond.

ST. JOHN'S, NEFD., STATION,

August 10th, 1892.

Memorandum to HON. R. BOND,

Colonial Secretary.

SIR,—

I have the honor to acknowledge receipt of yours of yesterday's date, and have submitted some accounts to Mr. Stott, consisting of accounts for stationery had from London, battery material and instruments from New York, requesting him if correct to sign, acknowledging receipt of said goods. I enclose his reply.

I can prove by the store-keeper that the goods were all received by the Government, some of which Mr. Stott knew nothing about, however, as he was absent when they were forwarded to outside stations.

I decline to forward the general statement to the Superintendent for his approval, they having already been thoroughly gone through by Mr. Berteau. I have written the Attorney General stating my views in this matter, to whom I refer you for further explanation.

Your obedient servant,

A. M. MACKAY,
General Superintendent

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 50 (continued).

ST. JOHN'S, August 18th, 1892.

HON. A. M. MACKAY.

SIR,—

I am in receipt of a communication from the Government requesting me to examine and certify the following accounts received from you against the Government telegraphs :

No. 1.—A. M. Mackay	\$1,696 20
2.—A. A. Telegraph Co.	358 46
3.—Maintenance	3,923 90
4.—A. M. M., arrears	1,436 37
5.—Balance due to June 30, 1892.	

May I ask you to forward to me invoices and vouchers per enclosed list at your earliest convenience, as the Government requests me to return the account to them as soon as possible.

I am, yours faithfully,

DAVID STOTT.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 50 (concluded).

ST. JOHN'S, August 18th, 1892.

INVOICES OR VOUCHERS REQUIRED.

Account No. 1.—Battery zincs.	\$450 00
Battery coppers	220 00
Packing boxes	20 00
“ No. 2.—Brackets	80 00
“ No. 3.—Gaden, Barron, Johnstone, services	150 00
‘ No. 4.—Nipper’s Harbor	164 26
A. Read, coal	27 25
A. Murray	1 01
F. Perry	3 65
Jas. Bowes	5 50
S. Shaw	120 00
S. Shaw	12 00
No 5.—Deficit	4,229 53

D. STOTT.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 30.

Statement of Returns from Government Telegraph Operators, shewing

Vouchers.	Stations.	Operators.	Salaries.
1	Tilt Cove	Wm. Cunningham.	\$33 33 per month
2	Nipper's Harbor	B. C. Bailey	Half local receipts
3	S. W. Arm	M. P. Smart	\$30 & board al'nce, \$8.33 p. m.
4	Little Bay Mine	R. D. Walsh	\$33.33 per month
5	Sandy Lake	Samuel Shaw	40.00 do
6	Bay of Islands	Alex. Reade	33.33 do
7	Bonne Bay	Chas. Reade	16.66 do
8	Bay St. George	Edward Tipple	40.00 do
9	Grand River	John J. Doyle	30.00 do
10	Burnt Island	Geo. Wadman	Messages sent by F. J. Tweedell
11	Harbor Breton	J. W. Sodero	\$30.00 per month
12	Grand Bank	Miss Hickman	12.50 do
13	Fortune	Miss Bennett	12.50 do
14	Lama'ine	Miss Pittman	12.50 do
15	St. Lawrence	Miss Slaney	12.50 do
16	Burin	Miss Blackadar	30.00 do
17	Baine Harbor	Mrs. Burgess	33.33 p. m., includ'g repairer
18	Bay L'Argent	P. M. McEvoy	25.00 per month
19	St. Mary's	Mrs. Gibbons	20.00 do
20	St. Joseph's	Geo. J. Veitch	20.00 do
21	Cape Race	John Curtis	25.00 do
22	Western Bay	E. Kennedy	office r'cpts & \$8.33 for repairs
23	Island Cove	Miss Louis	\$8.33 per month
24	Old Perlican	Miss Tuff	receipts of office
25	Shoal Harbor	Miss Tilley	\$30 per month
26	King's Cove	Miss Devine	Govt. line receipts
27	Gambo	Arthur Murray	\$30 and \$13 p. m. for board.
28	Greenspond	Miss Dominy	\$12.50 per month
29	Beaver Cove	E. S. Hennebury	\$30 and \$17.33 p. m. for board
30	Twillingate	A. W. Scott	\$30 per month

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 30 (continued).

supplies, allowances, etc., year 1891, as compared with previous years.

COALS.		CLEANING OFFICE.	
Usual supply.	Supplied in 1891.	Usual allowance.	In 1891.
3 tons	3 tons	\$1 per month . . .	Cut off 1st June.
Found by W. Waterman & Co . . .	Found by W. Waterman & Co . . .	None	None.
Found in wood by repairers	Found in wood by repairers	\$1 per month . . .	Cut off.
3 to 4 tons	Same	do	do
Burns wood	Burns wood	do	None.
3 tons	3 tons	do	Cut off.
3 tons	3 tons	do	do
5 tons	5 tons	do	do
3 tons	3 tons	do	do
None	None	None	None.
8 tons	8 tons	\$1 per month . . .	Cut off.
3 tons	2 tons	do	do
3 tons	3 tons	do	do
3 tons	3 tons	do	do
3 tons	1½ tons	do	do
30 sacks	20 sacks	do	do
1½ tons	1½ tons	None	None.
3 tons	3 tons	\$1 per month . . .	Cut off.
2 tons	None	None	None.
2 tons	1½ tons	do	do
None	None	\$1 per month . . .	Cut off.
4 tons	None	None	None.
office opened late in 1891.]	1 ton	do	do
2 tons	None	None	do
2 tons	1½ tons	\$1 per month . . .	Cut off.
3 tons	1½ tons	do	do
None	None	do	do
2 tons	2 tons	do	do
Burns wood	Burns wood	do	do
4 tons	4 tons	do	do

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 30 (continued).

Statement of Returns from Government Telegraph Operators, shewing

Stations.	RENT OF OFFICE.		OFFICE REQUISITES.	
	Allowed previous to 1891.	In 1891.	Usual supply	In 1891.
Tilt Cove.....			Full.....	Next to nothi'g
Nipper's Harbor..			As required	None asked for
S. W. Arm.....			Rece'd what	was asked for.
Little Bay Mine...			do	do
Sandy Lake.....			As required	None.....
Bay of Islands....	\$24 p. an	None.....	do	Kero. oil only
Bonne Bay.....	1.67 p m	\$1.67 p month	Full.....	None.....
Bay St. George..			As required	As required..
Grand River.....			Full.....	None after J. 1
Burnt Island.....			As required	As required..
Harbor Breton...			do	None asked for
Grand Bank.....	\$20 p an.	Cut off in '91.	Brooms only	None.....
Fortune.....			As required	As required..
Lamaline.....			Full.....	Station'ry only
St. Lawrence.....			do	None.....
Burin.....			do	None after J'e
Baine Harbor.....			None... ..	None.....
Bay L'Argent.....			Full.....	do
St. Mary's... ..	\$20.....	Unknown...	Floorc's only	do
St. Joseph's.....			Full.....	do
Cape Race.....			Only partial	supply.....
Western Bay.....	\$2 per m.	Cut off Oct. '91	Oil only....	None.....
Island Cove.....			None.....	do
Old Perlican.....			do	do
Shoal Harbor.....			Partial.....	do
King's Cove.....	\$40 p an.	\$20 pr annum	As required	do
Gambo.....			Partial.....	Partial.....
Greenspond.....	\$2 per m.	\$2 per month.	None.....	None.. ..
Beaver Cove.....			Full... ..	do [ing
Twillingate.....			do	None after spr

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 30 (continued).

supplies, allowances, etc., year 1891, as compared with previous years.

REPAIRERS.		REMARKS.
Previous to 1891.	In 1891.	Repairers.
R'gallow'ce, \$8 m..	Cut off 1st June	Nipper's Harbor.—For several years previous to 1888 a charge was made against the Government Tel. Lines of \$28 per month for a repairer, whilst the work was being done by W. Cunningham, operator, under contract with Mr. Mackay for \$18 per month (see W. Cunningham's letter, marked No. 1); the difference say: 1st Jan., 1886, to 31st Oct., 1888, inclusive, 34 months at \$10. \$340 00
None	None	Tilt Cove—For the year 1891 the allowance to W. Cunningham of \$8 per month for repairs was cut off June 1: 7 months at \$8. 56 00
2	2	Harbor Breton—For many years a charge of \$14 a month was made for repairer Harbor Breton. J. W. Sodero, operator, states that there never was a permanent repairer there since the office was first opened in 1881 (see his reply to questions, marked No. 11) This charge ceased Oct. 31, 1888: say 1st Jan., '86 to 31st Oct., '88, 34 months at \$14. 476 00
When required.	When required.	Bay of Islands—Repairer cut off for month Dec., 1891. 28 00
1 for 6 m in winter.	Same	Bonne Bay—Repairer cut off from 1st June to 31st Dec., '91, 7 months, at \$28. 196 00
2	1 dur. year, 1 to Nov 30	Grand River—Repairer cut off from 30th June to 31st Dec., '91, 6 months at \$28. 168 00
1	Discharged 1st June.	Gambo—Repairer cut off from 1st June to 31st Dec., 1891, 7 mos. at \$28. 196 00
1	1	Total for repairers (see below) .. \$1,460 00
1	Discharged 30th June	Coals—supply reduced in '91, 18 tons, at \$5. 90 00
None	None	Cleaning office—Reduced or cut off June 1, '91, 25 offices 171 50
As required.	As required.	Rent of offices—Cut off in 1891 to the extent, as far as known, of. 42 00
Fort'ne casual repairer attends this section	Fort'ne casual repairer attends this section	Office requisites—reduced or cut off in 1891; amount not ascertainable.
As required.	As required.	
do	do	
do	do	
do	do	
Repairs done by operator.	Repairs done by operator.	
As required.	As required.	
do	do	
do	do	
do	do	
1	1	
When required.	When required.	
Western Bay repairer attends to this.	Western Bay repairer attends to this.	
1	1	
Trinity rep. (Anglo) attends to this.	Trinity rep. (Anglo) attends to this.	
2	1 dur. year; 1 to June 1	
When required.	When required.	
1	1	
When required.	When required.	
		Add, in accordance with Mr. R. C. Smith's evidence, of date 22nd Dec., '92, overcharge for "repairer," Nipper's Harbor and Bett's Cove, from 1881 to end of 1885; say 48 months at \$10. 480 00
		Forwarded. \$2,243 50

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 30 (continued).

Statement of Returns from Government Telegraph Operators, shewing

Vouchers.	Stations.	Operators.	Salaries.
31	Change Islands...	Andrew Porter ...	\$12.50 per month.....
32	Fogo	Miss Kirby	20.00 per month.....
33	Seldom-Come-By.	Miss Holmes.....	12.50 per month.....

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 30 (continued).

supplies, allowances, etc., year 1891, as compared with previous years.

COALS.		CLEANING OFFICE.	
Usual supply.	Supplied in 1891.	Usual allowance.	In 1891.
1½ tons.....	None.....	\$1 per month ...	Cut off.
3 tons.....	2 tons.....	do	50 cents.
3 tons.....	1½ tons.....	do	Cut off.

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 30 (continued).

Statement of Returns from Government Telegraph Operators, shewing

Stations.	RENT OF OFFICE.		OFFICE REQUISITES.	
	Allowed previous to 1891.	In 1891.	Usual supply	In 1891.
Change Islands...	\$20 p an.	Unknown . . .	None	None
Fogo . . . . .	.....	.....	Partial	do
Seldom-Come-By . . . . .	.....	.....	Full	do

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT 30 (concluded).

supplies, allowances, etc., year 1891, as compared with previous years.

REPAIRERS.		REMARKS.
Previous to 1891.	In 1891.	Repairers.
	<i>Brought forward</i>	\$2,243 50
When required . . .	When required	Add—in accordance
do	do	with Messrs. Mac-
do	do	kay and Smith's
		evidence, charge
		for repairer at Hr.
		Breton, from 1881
		to 1885, both inclu-
		sive, at \$14 per m. 840 00
		<u>\$3,083 50</u>

*EXHIBIT Q.**Copy of R. Smith's letter to Hon. A. M. Mackay.*

COPY.

ST. JOHN'S,

February 23rd, 1891.

HON. A. M. MACKAY,

SIR,

In reference to your note to me to-day, and mine to you of Saturday, I should like to say once more that I have very much regretted the necessity that compelled me to write you in the terms I then used, and that previously to doing so, by sending a message through Gower and Mr. Rendell, I took the only means that I know of to obviate it. If Gower has not delivered the message, he has done you an injustice, and given me the pain of addressing to you words I would not otherwise use. Whether this be so or not, I had reason to believe that the

EXHIBITS—COMMISSION TELEGRAPH ENQUIRY.

EXHIBIT Q (concluded).

contract was still in your mind and his, and my suspicions have been more than confirmed by your interview with Mr. Stott on Saturday evening. In my note to you I urged that these negotiations be discontinued on purely personal grounds, and these, while quite sufficient to justify the course I took, were by no means my chief and sole anxiety. I considered you also. I knew that if this contract were completed, and if I were brought to accede to it, which I doubt, notwithstanding the bright inducements mentioned by you, you would still have in Stott an insurmountable obstacle, and, armed with facts and figures covering a number of years, and with the conviction that his quarrel was just, would fight to the bitter end; and you know something of how he can fight. This would be a result which I could not contemplate, and one to be ousted; if not for your sake, certainly for my own. If the present state of affairs is to be remedied, you must do it; failing, I must. Notwithstanding the effort I made to have the negotiations stopped, I believe they were still being secretly pursued, and seeing nothing but disaster in their consummation, I took the steps I did, and fully believe you will yet see their wisdom. I do not yet know if you have abandoned your plan or not, but if not, I am determined to follow the course I have taken, and must do it for my own safety. I am sorry you should think it necessary to remind me of many kindnesses I have received from you. I trust I am not ungrateful. I have tried by honest efforts to prove my gratitude, and if the work is not as successful as it might be, the fault is not mine. I have tried even to earn my last increase. Kindnesses I have received from you, and many of them; but the memory will only move me to greater effort to have the wrongs at present existing rectified, and the errors in our service corrected. I shall not remain in a service where these errors and wrongs exist; shall not leave a service where they have existed and have them corrected and thrown publicly in my teeth before the world by your successor or mine. They must be corrected at once by you and me. Let us do it. Let us drive away the nightmare of danger impending, and in assuming our proper relative positions, you as master and I as servant, try by honest effort and prudent council to prove that the future has something good in store for us.

R. C. SMITH.

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Election	March 7	
Education	March 9	
Bait	March 11	
License (liquor)	March 20	
Woman Suffrage (liquor)	March 20	
Railway	March 20	
Foreign Fishing Vessels	March 24	
Revenue	March 27	April 17
Masters and Servants	April 4	
Lotteries	April 4	
Game	April 4	
Seal Fishery	April 4	
Supply	April 5	April 26
Independence of Members	April 6	
Probates	April 6	
Road Boards	April 6	
Abolition of certain offices	April 6	
Intestates' Property	April 11	
Central District Court	April 12	
Sealing Steamers	April 12	
Marriage	April 17	
Qualification of Voters	April 17	
Magistrates' Jurisdiction	April 17	
Roads and Bridges	April 17	April 19
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License (liquor)	April 22	
St. John's Rebuilding	April 26	
French Treaties	April 26	
Higher Education	May 1	May 10
Indemnity	May 2	May 11
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1st reading.	2nd reading.	Committee.	3rd reading.	Passed both Houses.
March 8....	April 27.	May 1	May 2	May 11.
March 8....	Struck off order	March 20.		
March 8..	March 9.....	*M'r.20;M'y16	May 16	May 19.
March 13....	Lost on 2nd r	reading May 1.		
March 11....	Lost on 2nd r	reading Mar. 22		
Struck off order	April 6.			
March 21....	Lost on 2nd r	reading May 4.		
March 21....	March 23....	March 24....	March 27....	April 4.
April 6.....	April 10.....	April 11....	April 12.....	April 24.
April 17.....	April 19.....	April 20.....	April 22....	April 28.
April 6.....	April 19.....	April 26; lost	April 27.	
April 6.....	April 10.....	April 14; rose	without reporting.	
April 6.....	Lost on 2nd r	reading Ap. 10		
April 6.....	April 26.....	May 2, 3	May 4	May 9.
April 26.....	April 26.....	April 28.....	May 1	May 8.
April 10.....	Lost on 2nd r	reading Ap. 19		
April 10.....	April 11....	April 21....	April 24.....	May 1.
April 12....	April 26.....	May 1		
Withdrawn A	April 7.			
April 12.....	April 19.....	April 20; *M	ay 2.	
April 17... .	Lost on 2nd r	reading Ap. 26		
April 13.....	Lost on 2nd r	reading Ap. 14		
April 19.....	April 20.....	April 21, 26..	April 27.....	May 5.
April 18... .	Lost on 2nd r	reading Ap. 26		
April 18.....	April 20.....	*April 21....		
April 19.....	April 20.....	April 21.....	April 24.....	May 4.
Withdrawn M	ay 17.			
April 28.....	May 1... ..	*May 5, 22 w	hen lost.	
May 1.....	May 3.....	May 4, 5	May 8	May 20.
May 16.....	May 22.....	May 22	May 22	May 22.
May 12.....	May 15.....	May 15	May 15	May 19.
May 11.....	May 12.....	May 15	May 15	May 17.
May 11... .	May 12.....	May 15, 16 ..	May 16	May 19.
May 16.....	May 17.....	May 17	May 17	May 20. —
May 16.....	May 16.....	May 16, 17 ..	May 17	May 19.
May 16.	May 16... ..	May 16	May 16	May 19.
May 16.....	May 16.....	May 20	May 20	May 24.
May 16.....	May 17.....	May 17	May 17	May 20. —
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Loan	May 20	May 20

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May 23	May 23	May 23	May 23	May 24.
May 20	May 22 ...	May 22	May 22	May 23.
May 23 ...	May 23	May 23	May 23	May 24.
May 20	May 22	May 22	May 22	May 23.

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