

JOURNAL
OF THE
HOUSE OF ASSEMBLY
Of Newfoundland,

In the First Session of the Twentieth General
Assembly.

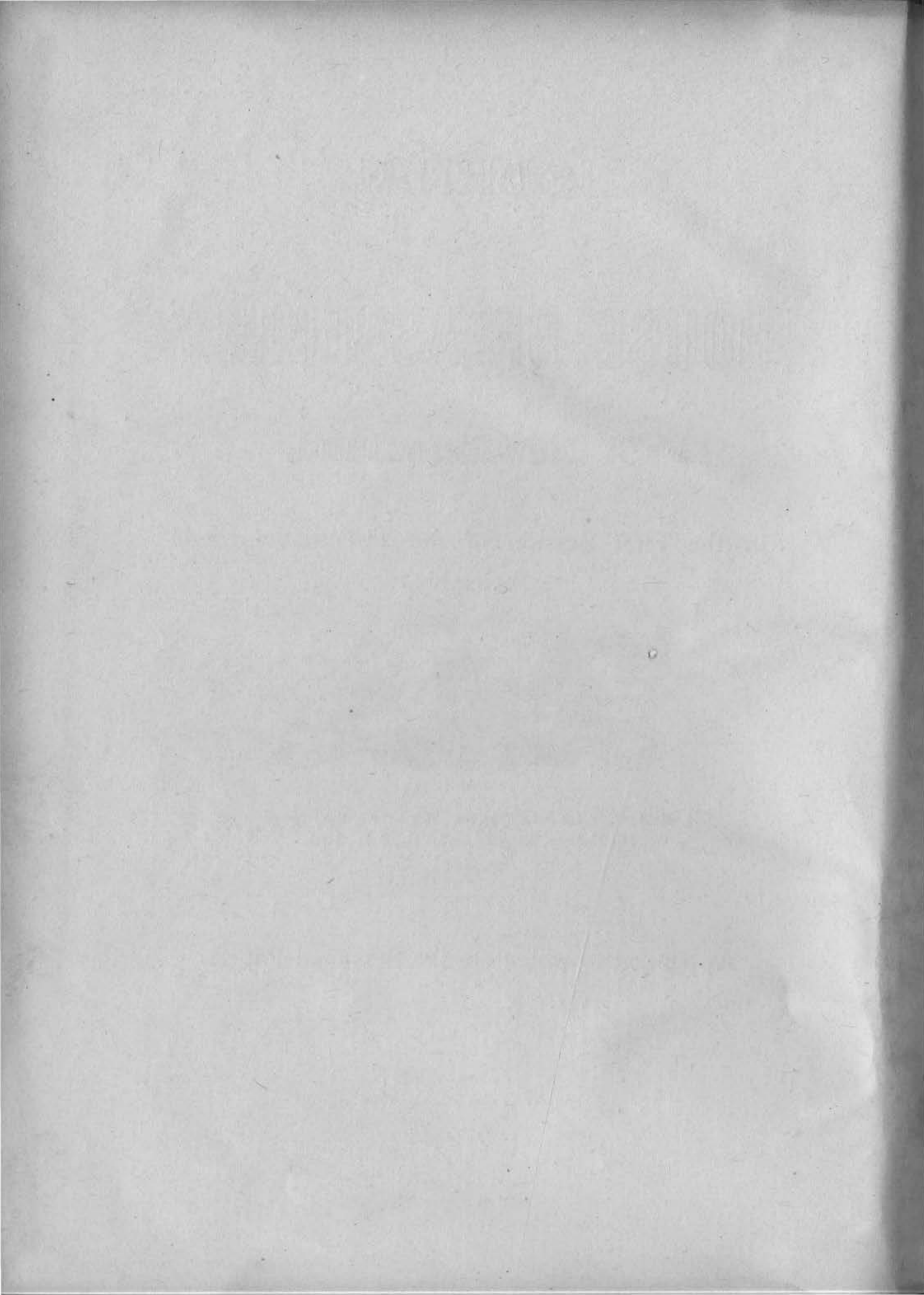


Holder at Saint John's, in the Fifth Year of the reign of
His Majesty, King Edward VII., A.D., 1905.

Appended to which are the Sessional Papers.

ST. JOHN'S, NFLD. :
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PROCLAMATION.

W. H. HORWOOD,
ADMINISTRATOR.
[L. S.]

*By The Honourable WILLIAM H. HORWOOD, Chief Justice,
Administrator of the Government in and over the Island of
Newfoundland and its Dependencies.*

WHEREAS the General Assembly stands prorogued until Thursday, the 14th day of July instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday, the 18th day of August next :

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the 18th day of August next, as aforesaid, of which all persons concerned are hereby required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at the Government House, St. John's,
this 11th day of July, A.D. 1904.

By His Honour's Command,

ARTHUR MEWS,
Deputy Colonial Secretary.

**PROCLAMATION.**

W. H. HORWOOD,
ADMINISTRATOR.
[L.S.]

*By The Honourable WILLIAM H. HORWOOD, Chief Justice,
Administrator of the Government in and over the Island of
Newfoundland and its Dependencies.*

WHEREAS the General Assembly stands prorogued until Thursday, the 18th day of August instant; and whereas I think fit to further prorogue the said General Assembly until Thursday, the 15th day of September next:

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the 15th day of September next, as aforesaid, of which all persons concerned are hereby required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at the Government House, St. John's,
this 16th day of August, A.D. 1904.

By His Honour's Command,

R. BOND,
Colonial Secretary.

**PROCLAMATION.**

W. H. HORWOOD,
ADMINISTRATOR.
[L. s.]

EDWARD, by the Grace of GOD, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

WHEREAS We have thought fit to dissolve the General Assembly of our Island of Newfoundland ;

Know Ye, that We do for this purpose publish this Our Royal Proclamation, and We do, by these Presents, dissolve the said General Assembly, and We do hereby discharge the members of Our Council, and of the House of Assembly of the said Island from further attendance in the said General Assembly.

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

Witness our trusty and well-beloved The Honourable WILLIAM H. HORWOOD, Chief Justice, Administrator and Commander-in-Chief in and over Our said Island of Newfoundland and its Dependencies, at St. John's, in Our said Island of Newfoundland, this 13th day of September, A.D. 1904, and in the fourth year of Our Reign.

By His Honour's Command,

R. BOND,
Colonial Secretary.



PROCLAMATION.

W. H. HORWOOD,
ADMINISTRATOR.
[L. S.]

EDWARD, by the Grace of GOD, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

WHEREAS by Our Proclamation bearing date the 13th day of September instant, We did dissolve the General Assembly of Our Island of Newfoundland and its Dependencies, and it is Our will and pleasure to summon and call a General Assembly within the said Island and its Dependencies :

We do, therefore, by this Our Proclamation, declare and make known to all Our loving subjects within Our said Island that it is Our intention to issue Our writs for a General Election of Members to serve in the House of Assembly of Our said Island ; and further that the day of Nomination of Candidates at the said General Election shall be for the several Districts, and divisions of Districts, on Friday, the Twenty-first day of October, next ensuing, and such nominations shall be for the hereinafter mentioned Districts and divisions of Districts, at the following places, viz :—

- For the District of St. Barbe, at Bonne Bay.
- For the District of Twillingate, at Twillingate.
- For the District of Fogo, at Fogo.
- For the District of Bonavista, at Bonavista.
- For the District of Trinity, at Trinity.
- For the District of Bay-de-Verde, at Western Bay.
- For the District of Carbonear, at Carbonear.
- For the District of Harbor Grace, at Harbor Grace.
- For the District of Port-de-Grave, at Brigus.
- For the District of Harbor Main, at Harbor Main.
- For the Western Division of the District of St. John's, at St. John's.
- For the Eastern Division of the District of St. John's, at St. John's.
- For the District of Ferryland, at Ferryland.
- For the District of Placentia and St. Mary's, at Placentia.
- For the District of Burin, at Burin.
- For the District of Fortune Bay, at Harbor Briton.
- For the District of Burgeo and La Poile, at Channel.
- For the District of St. George, at St. George's.

And at which places respectively the final result of the polls taken, and the return of the respective member or members, who shall have been duly elected, shall be declared.

And We do further declare and make known that the day of Polling for the said Candidates shall be on Monday, the Thirty-first day of October, next ensuing, and that such polling shall take place within the said Districts, and divisions of Districts, respectively, as follows :—

For the election of One Member of the said Assembly for the District of St. Barbe, at Birchy Head, Trout River, Bonne Bay, Norris Point, Rocky Harbor, Daniel's Harbor, Bartlett's Harbor, Cow Head, Currant Island, Sally's Cove, Port Saunders, Flower's Cove, Sandy Cove, Cook's Harbor, Quirpon, Griguet, St. Anthony, Fishot Island, Conche, Englee, Harbor Deep, Jackson's Arm, South Arm, (White Bay), Western Arm (White Bay), Fleur de Lis, Coachman's Cove, Brent's Cove, La Seie, Barbe Island, Groais Islands, Goose Cove, Canada Harbor, Locke's Cove, St. Julian's, Brig Bay, Western Head, Baie Verte.

For the election of Three Members of the said Assembly for the District of Twillingate, at Shoe Cove, Tilt Cove, Nipper's Harbor, Northwest Arm (Green Bay), Southwest Arm (Green Bay), King's Point, Sunnyside (S. W. Arm, Green Bay), Harry's Harbor, Little Bay Mines (Indian Bight), St. Patrick's, Little Ward's Harbour, Little Bay Island, Springdale (Hall's Bay), Boot Harbor (Hall's Bay), Ward's Harbor, Pilley's Island, Great Traytown, Penney's Brook (Badger Bay), Leading Tickles, Moore's Cove, (New Bay), Southern Arm (New Bay), Fortune Harbor, Botwoodville, Norris' Arm, Kite Cove, Lewisport, Loon Bay, Campbelltown, Exploits (Burnt Island), Kier's Cove, Moreton's Harbor, Tizzard's Harbor, Twillingate, Farmer's Arm (New World Island), Boyd's Cove, Herring Neck, Little Beaver Cove, Glenwood, Dog Bay, Northern Arm (Exploits River), Lush's Bight, Salton's, Cottel's Island.

For the election of One Member of the said Assembly for the District of Fogo, at Change Islands, Fogo, Barr'd Islands, Joe Batt's Arm, Tilton Harbor, Seldom-come-by, Indian Island, Cape Fogo Cove, Gander Bay, Western Arm (Rocky Bay), Ladle Cove, Musgrave Harbor, Cat Harbor, Island Harbor, Doting Cove, Hare Bay, Little Fogo Island.

For the election of Three Members of the said Assembly for the District of Bonavista, at Cape Island, Outer Pinchard's Island, Inner Pinchard's Island, Wesleyville, Pool's Island, Shambler's Cove, Greenspond, Fair Island, Burnt Island, Gooseberry Island, St. Brendan's, Freshwater Bay, Mint Brook, Benton, Flat Islands, Alexander Bay, Salvage, Happy Adventure, Port Blandford (Clode Sound), Charlottetown, Musgravetown, Brooklyn, Sweet Bay, Seal Cove (Southern Bay), Indian Arm, Plate Cove, Open Hall, Tickle Cove, Keels, Broad Cove, King's

Cove, Stock Cove, Middle Amherst Cove, Newman's Cove, Bayly's Cove, Bonavista, Brookfield, Safe Harbor, James' Cove, Pound Cove, Redcliff Island.

For the election of Three Members of the said Assembly for the District of Trinity, at Lance Cove (near Cape Bonavista), Bird Island Cove, Little Catalina, Catalina, Ragged Harbor, English Harbor, Salmon Cove, Ship Cove, Trinity Harbor East, Trinity, Trouty, New Bonaventure, British Harbor, Hickman's Harbor, Broad Cove (Smith's Sound), George's Brook, Gin Cove, Lance Cove (Smith's Sound), Burgoyne's Cove, Britannia Cove, St. Jones' Without, Ireland's Eye, Deer Harbor, Lady Cove, Foster's Point, Shoal Harbor, Clarenville, Northern Bight, Hodge's Cove, Fox Harbor, Summerside (Bull Arm), Chance Cove, Tickle Harbor, Chapel Arm, Old Shop, Dildo, New Harbor, Green's Harbor, Whitbourne, Blaketown, Shoal Bay, Little Heart's Ease, Heart's Delight, Heart's Desire, Heart's Content, New Perlican, Scilly Cove, Hant's Harbor, Seal Cove, Russell's Cove (South), Lance Cove (South).

For the election of Two Members of the said Assembly for the District of Bay-de-Verde, at Old Perlican, Grate's Cove, Low Point, Red Head Cove, Bay-de-Verde, Caplin Cove, Lower Island Cove, Mulley's Cove, Job's Cove, Burnt Point, Northern Bay, Ochre Pit Cove, Western Bay, Adam's Cove, Blackhead, Small Point, Perry's Cove, Salmon Cove, Flat Rock, Freshwater, Clown's Cove.

For the election of One member of the said Assembly for the District of Carbonear, at Carbonear, Mosquito, and Victoria Village.

For the election of Three Members of the said Assembly for the District of Harbor Grace, at Harbor Grace (Proper), Riverhead, Southside (Harbor Grace), Bryant's Cove, Island Cove, Bishop's Cove, Spaniard's Bay, Bay Roberts, Tilton, Spaniard's Bay Road, Goddenville.

For the election of One Member of the said Assembly for the District of Port-de-Grave, at Ship Cove, Port-de-Grave, Bareneed, Clarke's Beach, North River, Southern River, Cupids, Cross Roads (Riverhead, Cupids), Burnt Head, Brigus, Blow-me-Down.

For the election of Two Members of the said Assembly for the District of Harbor Main, at Turk's Cove, Collier's, Bacon Cove, Conception Harbor, Kitchues, Salmon Cove, Harbor Main, Chappell's Cove, Holyrood (North Side), Holyrood (South Side), Northern Arm (Holyrood), Lance Cove, Seal Cove, Kelligrews, Long Pond, Topsail, Topsail Road, Horse Cove.

For the election of Three Members of the said Assembly for the Western Division of the District of St. John's, in the St. John's Section, Southside Section, Blackhead Section, Petty Harbor Section, Goulds' Section, Kilbride Section, Boggy Hall Section, Freshwater Section, and Broad Cove Section.

For the election of Three Members of the said Assembly for the Eastern Division of the District of St. John's, in the St. John's Section, Quidi Vidi Section, Torbay Section, Major's Path Section, Pouch Cove Section, Portugal Cove Section, and Bell Isle Section.

For the election of Two Members of the said Assembly for the District of Ferryland, at the Goulds, Bay Bulls, Witless Bay, Mobile, Toad's Cove, Brigus South, Caplin Cove, Cape Broyle, Admiral's Cove (Cape Broyle), Caplin Bay, Ferryland, Aquaforte, Fermeuse (North Side), Fermeuse (South Side), Renews, Broad Cove, Bauline.

For the election of Three Members of the said Assembly for the District of Placentia and St. Mary's, at Portugal Cove, Daniel's Point (North Side, Trepassey), Trepassey, St. Shott's, Holyrood (St. Mary's Bay), North Harbor (St. Mary's Bay), Mother Rex, St. Mary's, St. Mary's (Riverhead), Gaskiers, Mall Bay, Great Barrisway (Cape Shore), Salmonier (North Side), John's Pond, St. Joseph's, Salmonier (South side), Branch, St. Bride's, St. Patrick's Cove (Cape Shore), Point Verde, Placentia, North East Arm (Placentia), Little Placentia, Placentia (Jersey Side), Fox Harbor, Long Harbor, Little Harbor (near La Manche), Ram's Island, Sound Island, Woody Island, Brewley, Barren Island, Isle of Valen, South East Bight (Placentia Bay), Presque, Paradise, Petit Forte, Baine Harbor, Little Harbor (near Oderin), Oderin, Merasheen, Harbor Buffett, Haystack, Red Island, Tack's Beach, St. Leonard's, Arnold's Cove, Colinet.

For the election of Two Members of the said Assembly for the District of Burin, at Flat Islands, Spanish Room, Mortier Bay, Rock Harbor, (Mortier Bay), Beau Bois, Burin, Salt Pond (Burin), Great St. Lawrence, Lawn, Lord's Cove, Fox Cove, Point aux Gauls, Muddy Hole, Lamaline, Lories, Fortune, Grand Bank, Frenchman's Cove.

For the election of One member of the said Assembly for the District of Fortune Bay, at Garnish, Fox Cove, Bay L'Argent, Harbor Mille, Head of the Bay, English Harbor East, Anderson's Cove, Stone Cove, Rencontre, Lally Cove, Bay-du-Nord Brook, Belleoram, Saint Jacques, English Harbor West, Coombs' Cove, Brunette Island, Sagona, Harbor Briton, Pass Island, Hermitage Cove, Gaultois, Ship Cove, Pushthrough, Little Bay West, Milltown (Bay d'Espoir), Little Bay East.

For the election of One Member of the said Assembly for the District of Burgeo and LaPoile, at Richard's Harbor, Rencontre, Francois, Cape LaHune, Fox Islands, Ramea Islands, Burgeo, Grand Bruit, Little Bay, Western Point, Petites, Rose Blanche, Burnt Islands, Isle aux Morts, Deer Island, Red Island, Cul-de-Sac West, Little River, Channel, Cape Ray.

For the election of One Member of the said Assembly for the District of St. George's, at Little River (Codroy), Grand River (Codroy), Codroy Harbor, Codroy

(North Side), Highlands, Three Rock Cove, Fox Island River, Crabb's Brook, Robinson' Head, Bank Head, South Side, Seal Rocks, Main River, Stephenville, Gravels, Campbell's Creek, Cape George, Black Duck Brook, Sandy Point, Lark Harbor, Benoit's Cove, Birchy Cove, Corner Brook, Summerside, Woody Island, South Arm (Bay of Islands), North Arm (Bay of Islands), McIver's.

And for the conducting of the said Elections, and the due return of the Members so to be elected at the said General Election, it is Our will and pleasure that the Electors of the Districts of St. Barbe, Twillingate, Fogo, Bonavista, Trinity, Bay-de-Verde, Placentia and St. Mary's, Burin, Fortune Bay, Burgeo and LaPoile, and St. George's, shall give their votes, respectively, at such Polling Station as may to them be most convenient.

GIVEN under the Great Seal of Our aforesaid Island of Newfoundland.

WITNESS Our trusty and well-beloved The Honourable WILLIAM H. HORWOOD, Chief Justice, Administrator and Commander-in-Chief in and over the said Island of Newfoundland and its Dependencies, at St. John's, in the said Island, this 13th day of September, A.D. 1904, and in the Fourth year of Our Reign.

By His Honor's Command,

R. BOND,
Colonial Secretary.



PROCLAMATION.

W. H. HORWOOD,
ADMINISTRATOR.

[L. S.]

EDWARD, by the Grace of GOD, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

WHEREAS, by Our Proclamation, made and issued under the Great Seal of Our Island of Newfoundland, and bearing even date with these presents, We have appointed and made known to Our loving subjects the several Stations which we have established within the respective Districts of Our said Island, for the purpose of holding the Election and receiving the votes of Electors duly qualified to vote at the ensuing General Election of Members to serve in the House of Assembly of Our said Island ; and

Whereas We deem it requisite and necessary to appoint and establish the number of places or booths that shall be opened and held by the respective Returning Officers, or by their Deputies, for receiving the votes of the said Electors and taking the Poll at every such station or place of Election :

We do, therefore, by these presents, further order and direct as follows, that is to say :—

That in the District of St. Barbe there shall be opened—at Trout River, one booth ; at Bonne Bay, one booth ; at Birchy Head, one booth ; at Norris Point, one booth ; at Rocky Harbor, one booth ; at Daniel's Harbor, one booth ; at Bartlett's Harbor, one booth ; at Cow Head, one booth ; at Currant Island, one booth ; at Sally's Cove, one booth ; at Port Saunders, one booth ; at Brig Bay, one booth ; at Flower's Cove, one booth ; at Sandy Cave, one booth ; at Cook's Harbor, one booth ; at Quirpon, one booth ; at Griguet, one booth ; at St. Anthony, one booth ; at Fishot Island, one booth ; at Conche, one booth ; at Englee, one booth ; at Harbor Deep, one booth ; at Jackson's Arm, one booth ; at South Arm (White Bay), one booth ; at Western Arm (White Bay), one booth ; at Western Head, one booth ; at Fleur de Lis, one booth ; at Coachman's Cove, one booth ; at Brent's Cove, one booth ; at La Scie, one booth ; at St. Barbe Islands, one booth ; at Groais Islands, one booth ; at Goose Cove, one booth ; at Canada Harbor, one booth ; at Lock's Cove, one booth ; at St. Julian's, one booth ; at Baie Verte, one booth : At either of which booths the Electors dwelling in the said District of St. Barbe may deliver their votes.

That in the District of Twillingate there shall be opened—at Shoe Cove, one booth ; at Tilt Cove, two booths ; at Nipper's Harbor, one booth ; at North-west Arm (Green Bay), one booth ; at South-west Arm (Green Bay), one booth ; at King's Point, one booth ; at Sunnyside (South-west Arm, Green Bay), one booth ; at Harry's Harbor, one booth ; at Little Bay Mine (Indian Bight), one booth ; at St. Patrick's, one booth ; at Little Ward's Harbor, one booth ; at Little Bay Island, one booth ; at Springdale (Hall's Bay), one booth ; at Boot Harbor (Hall's Bay), one booth ; at Norris' Arm, one booth ; at Ward's Harbor, one booth ; at Pilley's Island, one booth ; at Great Traytown, one booth ; at Penney's Brook (Badger Bay), one booth ; at Leading Ticks, one booth ; at Moore's Cove (New Bay), one booth ; at Southern Arm (New Bay), one booth ; at Fortune Harbor, one booth ; at Botwoodville, one booth ; at Lewisport, one booth ; at Kite Cove, one booth ; at Loon Bay, one booth ; at Northern Arm (Exploits River), one booth ; at Campbellton, one booth ; at Exploits (Burnt Island), one booth ; at Lush's Bight, one booth ; at Kier's Cove, one booth ; at Moreton's Harbor, one booth ; at Tizzard's Harbor, one booth ; at Twillingate, three booths ; at Farmer's Arm (New World Island), one booth ; at Boyd's Cove, one booth ; at Herring Neck, two booths, one of which shall be opened at Starve Harbor and the other at Green's Cove ; at Little Beaver Cove, one booth ; at Glenwood, one booth ; at Dog Bay, one booth ; at Salton's, one booth ; at Cottel's Island, one booth : At either one of which booths the Electors dwelling within the said District of Twillingate may deliver their votes.

That in the District of Fogo there shall be opened—at Change Islands, two booths ; at Fogo, one booth ; at Barr'd Islands, one booth ; at Joe Batt's Arm, one booth ; at Tilton Harbor, one Booth ; at Seldom-Come-By, one booth, at Indian Islands, one booth ; at Cape Fogo Cove, one booth ; at Gander Bay, one booth ; at Western Arm (Rocky Bay), one booth ; at Ladle Cove, one booth ; at Musgrave Harbor, one booth ; at Cat Harbor, one booth ; at Island Harbor, one booth ; at Doting Cove, one booth ; at Hare Bay, one booth ; at Little Fogo Island one booth : At either one of which booths the Electors dwelling within the said District of Fogo may deliver their votes.

That in the District of Bonavista there shall be opened—at Cape Island, one booth ; at Outer Pinchard's Island, one booth ; at Inner Pinchard's Island, one booth ; at Wesleyville, one booth ; at Pool's Island, one booth ; at Shambler's Cove, one booth ; at Greenspond, two booths ; at Fair Islands, one booth ; at Burnt Island, one booth ; at Gooseberry Islands, one booth ; at St. Brendan's, one booth ; at Freshwater Bay, one booth ; at Mint Brook, one booth ; at Benton, one booth ; at Flat Islands, one booth ; at Alexander Bay, one booth ; at Salvage, one booth ; at Happy Adventure, one booth ; at Port Blandford (Clode Sound), three booths ; at Charlottetown, one booth ; at Musgravetown, one booth ; at Brooklyn, one booth ; at Sweet Bay, one booth ; at Seal Cove (Southern Bay), one booth ; at Indian Arm, one booth ; at Plate Cove, one booth ; at Open Hall, one booth ;

at Tickle Cove, one booth ; at Keels, one booth ; at Broad Cove, one booth ; at King's Cove, one booth ; at Stock Cove, one booth ; at Middle Amherst Cove, one booth ; at Newman's Cove, one booth ; at Bayly's Cove, one booth ; at Bonavista, three booths ; at Brookfield, one booth ; at Safe Harbor, one booth ; at James' Cove, one booth ; at Pound Cove, one booth ; at Redcliff Island, one booth : At either one of which booths the Electors dwelling within the said District of Bonavista may deliver their votes.

That in the District of Trinity there shall be opened—at Lance Cove (near Cape Bonavista), one booth ; at Bird Island Cove (Elliston), two booths ; at Little Catalina, one booth ; at Catalina, two booths ; at Ragged Harbor, one booth ; at English Harbor, one booth ; at Salmon Cove, one booth ; at Ship Cove, one booth ; at Trinity Harbor East, one booth ; at Trinity, one booth ; at Trouty, one booth ; at New Bonaventure, one booth ; at British Harbor, one booth ; at Hickman's Harbor, one booth ; at Broad Cove (Smith's Sound), one booth ; at George's Brook, one booth ; at Gin Cove, one booth ; at Lance Cove (Smith's Sound), one booth ; at Burgoyne's Cove, one booth ; at Britannia Cove, one booth ; at St. Jones' Without, one booth ; at Ireland's Eye, one booth ; at Deer Harbor, one booth ; at Lady Cove, one booth ; at Foster's Point, one booth ; at Shoal Harbor, one booth ; at Clarenville, one booth ; at Northern Bight, one booth ; at Hodge's Cove, one booth ; at Fox Harbor, one booth ; at Summerside (Bull Arm), one booth ; at Chance Cove, one booth ; at Tickle Harbor, one booth ; at Chapel Arm, one booth ; at Old Shop, one booth ; at Dildo, one booth ; at New Harbor, one booth ; at Green's Harbor, one booth ; at Whitbourne, one booth ; at Blaketown, one booth ; at Shoal Bay, one booth ; at Little Heart's Ease, one booth ; at Heart's Delight, one booth ; at Heart's Desire, one booth ; at Heart's Content, two booths ; at New Perlican, one booth ; at Scilly Cove, one booth ; at Hant's Harbor, one booth ; at Seal Cove, one booth ; at Russell's Coves South, one booth ; at Lance Cove, South, one booth : At either one of which booths the Electors dwelling within the said District of Trinity shall deliver their votes.

That in the District of Bay-de-Verde there shall be opened—at Old Perlican, one booth ; at Grate's Cove, one booth ; at Low Point, one booth ; at Red Head Cove, one booth ; at Bay-de-Verde, one booth ; at Caplin Cove, one booth ; at Lower Island Cove, one booth ; at Mulley's Cove, one booth ; at Job's Cove, one booth ; at Burnt Point, one booth ; at Northern Bay, one booth ; at Ochre Pit Cove, one booth ; at Western Bay, two booths ; at Adams' Cove, one booth ; at Blackhead, two booths ; at Small Point, one booth ; at Perry's Cove, one booth ; at Salmon Cove, one booth ; at Flat Rock, one booth ; at Freshwater, one booth ; at Clown's Cove, one booth : At either one of which booths the Electors dwelling within the said District of Bay-de-Verde shall deliver their votes.

That in the District of Carbonear there shall be opened—at Carbonear, eight booths ; at Mosquito, one booth ; at Victoria Village, one booth ; and for the great

er convenience of taking the polls at the respective stations, we do order that the said District of Carbonear shall be sub-divided into Seven Wards, and that Electors residing within the said District shall deliver their votes in that Ward only, as hereinafter defined, in which they reside, and when so required, according to the letter of their respective surnames ; and We do further order that the said Wards shall be numbered from one to seven, and that they shall be bounded as follows, viz :—

No. 1 Ward—From Freshwater, exclusive, to the east side of the road known as “ Capt. Frank’s lane,” up to the east side of Burton’s hill, inclusive, to its junction with Heart’s Content road. And in this Ward there shall be opened two booths, viz. :

At No. 1 booth those electors only shall vote whose respective surnames begin with the letter A to J, inclusive.

At No. 2 booth those electors only shall vote whose respective surnames begin with the letters K to Z.

No. 2 Ward—From the east side of “ Capt. Frank’s lane,” and Burton’s hill, exclusive, to the east side of Gould’s lane and Bennett’s hill, inclusive. And in this Ward there shall be opened one booth, at which Electors residing within the said Ward may deliver their votes.

No. 3 Ward—From the east side of Gould’s lane and Bennett’s hill (exclusive) to the east side of Grammar School lane, and Doyle’s hill (inclusive). And in this Ward there shall be opened one booth, at which Electors residing within the said Ward may deliver their votes.

No. 4 Ward—From the east side of Grammar School lane and Doyle’s hill (exclusive) to the north side of Main Brook (inclusive). And in this ward there shall be opened two booths, viz :

At No. 1 booth those Electors only shall vote whose respective surnames begin with the letters A to J, inclusive.

At No. 2 booth those Electors only shall vote whose respective surnames begin with the letters K to Z, inclusive.

No. 5 Ward—From Main Brook to Mosquito (exclusive). And in this ward there shall be opened two booths, viz :

At No. 1 booth those Electors only shall vote whose respective surnames begin with the letters A to L, inclusive.

At No. 2 booth those Electors only shall vote whose respective surnames begin with the letters M to Z, inclusive.

No. 6 Ward shall consist of the settlement of Mosquito, at which place one booth shall be opened, at which Electors dwelling within the said settlement of Mosquito may deliver their votes.

No. 7 Ward shall consist of the settlement of Victoria Village, at which place there shall be opened one booth, at which Electors dwelling within the said settlement of Victoria Village may deliver their votes.

That in the District of Harbor Grace there shall be opened at Harbor Grace proper six booths, for Electors residing between Keefe's Grove and Pipe Track, viz.:

No. 1 booth for all whose surnames begin with the letters A, B, C, and for those only.

No. 2 booth for such Electors only whose surnames begin with the letters D, E, F, G, H.

No. 3 booth for such Electors only whose surnames begin with the letters I, J, K, L, M.

No. 4 booth for such Electors only whose surnames begin with the letters N, O, P, Q.

No. 5 booth for such Electors only whose surnames begin with the letters R, S.

No. 6 booth for such Electors only whose surnames begin the letters T to Z, inclusive.

At Riverhead, one booth, for Electors living between Pipe Track and Southern Bridge.

On the Spaniard's Bay Road, one booth for Electors living south of Southern River and west of Cross roads at Riverhead, including those living at the "Thicket," on the Island Cove road.

At South Side, Harbor Grace, two booths, viz.:-

No. 1 for all electors residing between Cross Roads, Riverhead, and Bryant's Cove road.

No. 2 for all electors residing between Bryant's Cove road and Feather Point:

At Bryant's Cove, one booth;

At Island Cove, two booths, viz.:

No. 1 for such electors only whose surnames begin with the letters A to I, inclusive.

No. 2 for such electors only whose surnames begin with the letters J. to Z, inclusive.

At Bishop's Cove, one booth.

At Spaniard's Bay, three booths, viz.:

No. 1 for all electors residing east of the foot of Church hill, at Mr. John Barrett's.

No. 2 for all electors residing west and south-west of the foot of Church hill, including Mr. John Barrett's.

No. 3 for all electors residing on the New Harbor road, north-west of and including Bartholomew Goss's, on to Peddleton.

At Goddenville, one booth ;

At Bay Roberts, six booths, viz.:

No. 1 for electors living from Hennebury's Cross road to the main road of Coosh.

No. 2 for electors living between Hennebury's Cross road and the Bars, Mercer's Cove.

No. 3 for electors living between the Bars, Mercer's Cove, to Juggle's Cove, inclusive.

No. 4 for electors living on the North side of Coley's Point, including North side of Centre road.

No. 5 for electors living on the South side of Coley's Point, including South side of Centre road.

No. 6 at Spaniard's Bay Pond (Shearstown), one booth, for electors residing there.

At Tilton, one booth.

That in the District of Port-de-Grave there shall be opened at Ship Cove one booth, at which electors dwelling there and eastwardly to Bay Roberts shall deliver their votes ; at Port-de-Grave, one booth, at which electors dwelling between Ship Cove, exclusive, and Bareneed, exclusive shall deliver their votes ; at Bareneed, one booth, at which electors dwelling between Bradbury hill and Bareneed, being to Forristal's, inclusive, shall deliver their votes ; at Clarke's Beach, one booth, at which electors dwelling between South River Bridge and North River shall deliver their votes ; at North River, one booth, at which electors dwelling there and at Otterbury shall deliver their votes ; at Southern River, one booth, at which electors dwelling at that place and at Salmon Cove shall deliver their votes ; at Cupids,

one booth, at which electors dwelling between Southern Gut Bridge and Cupids, inclusive, shall deliver their votes ; at Cross Roads (Riverhead, Cupids), one booth, at which electors living in the vicinity of the said Cross Roads shall deliver their votes ; at Burnt Head, one booth, at which electors dwelling between Burnt Head, inclusive, and Cupids, exclusive, shall deliver their votes ; at Brigus, two booths, at either one of which electors dwelling between Turk's Gut and Burnt Head, exclusive, shall deliver their votes.

That in the District of Harbor Main there shall be opened at Turk's Cove one booth, at which electors dwelling there and at English Cove, and on the main line north of Bedlam Gully, shall deliver their votes ; at Collier's, one booth, at which electors dwelling there and from and between there and Turk's Cove, exclusive, shall deliver their votes ; at Bacon Cove, one booth, at which electors dwelling there and in the neighbourhood thereof shall deliver their votes ; at Conception Harbor, one booth, at which electors dwelling there and at the Riverhead thereof shall deliver their votes ; at Kitchues, one booth, at which electors dwelling there and in the neighbourhood thereof shall deliver their votes ; at Salmon Cove (Avondale), one booth, at which electors dwelling there and at Broad Cove, and between Harbor Main and the Riverhead of Conception Harbor shall deliver their votes ; at Harbor Main, one booth, at which electors dwelling there and neighbourhood and at Gasters shall deliver their votes ; at Chapel's Cove, one booth, at which electors resident at Chapel's Cove, Red Rock Cove and Chapel's Cove Pond Head and those residing between James Haynes', at Grant's Marsh, and Timothy Sullivan's, inclusive of Wall's Pond, on the main line of road from Holyrood to Harbor Main, shall deliver their votes ; at Holyrood (North Side), one booth, at which electors dwelling there shall deliver their votes ; at Holyrood (South Side), one booth, at which electors dwelling between Holyrood Bridge and Indian Pond Brook shall deliver their votes ; at Northern Arm (Holyrood), one booth, at which electors dwelling there shall deliver their votes ; at Seal Cove, one booth, at which electors dwelling there shall deliver their votes ; at Lance Cove, one booth, at which electors dwelling there and at and from Upper Gullies to Indian Pond Brook shall deliver their votes ; at Kelligrews, one booth, at which electors dwelling there and at Lower Gullies, and at Middle Bight, shall deliver their votes ; at Long Pond, one booth, at which electors dwelling between Manuels' Brook and Taylor's Road, Foxtrap, shall deliver their votes ; at Topsail, one booth, at which electors dwelling there and to Manuels' Brook shall deliver their votes ; on Topsail road, one booth, at which electors dwelling on the said road from Topsail Hill Bridge to Quigley's shall deliver their votes ; at Horse Cove, one booth, at which electors dwelling there shall deliver their votes.

That for the Eastern Division of the District of St. John's there shall be opened for the following Stations as hereinafter defined, thirty-seven booths, viz.: for the St. John's section, sixteen booths ; for the Quidi Vidi section, one booth ; for the Major's Path section, two booths ; for the Torbay section, eight booths ; for the

Pouch Cove section, three booths; for the Portugal Cove section, three booths; for the Bell Isle section, four booths. And for the greater convenience of taking the Polls in the said respective sections, the said Division of St. John's East shall be sub-divided into seven sections, which shall for this purpose be respectively denominated—(1) The Quidi Vidi Section; (2) The Major's Path section; (3) The Torbay section; (4) The Pouch Cove section; (5) The Portugal Cove section; (6) The Bell Isle section; and (7) The St. John's section.

NO. 1.—THE QUIDI VIDİ SECTION.

The Quidi Vidi section shall be bounded by a line commencing at Cuckhold's Head, thence running along the centre of the road running northwestwardly to Quidi Vidi road, thence across Quidi Vidi Pond to the commencement of a road known as the "Back road," and situated on the east side of Ross's farm, thence along the centre of the said "Back road" to Logy Bay road, thence along the centre of Logy Bay road to its junction with Salmon's road, thence along said Salmon's road to the centre of Sugar Loaf, thence following the sea shore to the point of commencement at Cuckhold's Head; and the electors dwelling within the said section shall deliver their votes at the booth at Quidi Vidi.

NO. 2.—THE MAJOR'S PATH SECTION.

The Major's Path section shall be bounded by a line commencing at the junction of Salmon's road with Logy Bay road, thence running southwardly along the centre of Logy Bay road to commencement of the road near Cook's, leading to Torbay road, thence along the centre of the said Cook's road to the Torbay road on Glesson's Marsh, thence along the centre of the Torbay road southwardly to road leading north-westwardly past Judge Prowse's property, and known as the Major's Path, thence along the centre of said Major's Path, to the road around Kenny's Pond, thence along the centre of said road to the Portugal Cove road, thence northwardly along the centre of said road to commencement of a path skirting the northern boundary of a piece of land belonging to J. Lindberg, leading to the Three Pond Barrens road, thence along the centre of the said path to its junction with the road leading to Three Pond Barrens, thence northwardly passing to the north-east of a house owned by one Bell, direct to Windsor Lake, thence eastwardly along the shores of said Lake to the Water House, thence south-eastwardly direct to point of commencement at Salmon's road on Logy Bay road. And for this section there shall be two booths, one situated in the western portion of the said section, and the other at King's Bridge. And We do order that electors dwelling within the said section shall deliver their votes at the booth most convenient to them.

NO. 3.—TORBAY SECTION.

The Torbay section shall be bounded by a line commencing at the centre of Sugar Loaf, thence running along the centre of Salmon's road to its junction with the Logy Bay road, thence along the northern boundary of the Major's Path sec-

tion to the Water House at Windsor Lake, thence north-eastwardly direct to the junction of the road leading from Portugal Cove to the road from Bauline to Torbay, with the last-named road at a place known as the "Juniper," thence eastwardly direct to Blackhead, then following the windings of the sea-shore to point of commencement at Sugar Loaf; and in this section there shall be, at Torbay (North Side), two booths; at Torbay (South Side), one booth; at Flatrock, one booth; at Outer Cove, one booth; at Middle Cove, one booth; at Logy Bay, one booth; at Piper Stock Hill (Torbay road), one booth. And We do order that the electors dwelling within the said section shall deliver their votes at the booth nearest to their residence.

No. 4.—POUCH COVE SECTION.

The Pouch Cove section shall be bounded by a line commencing at Blackhead, thence following the northern boundary of the Torbay section to the place on the Bauline road known as the "Juniper," thence north-westwardly direct to Bauline Head in Conception Bay, thence following the sea-shore to Cape St. Francis, thence along the sea-shore southwardly to point of commencement at Blackhead. And in this section there shall be at Pouch Cove two booths, and at Bauline, one booth. And We do further order that the electors residing within the said section shall deliver their votes at the booth nearest to their residence.

No. 5.—THE PORTUGAL COVE SECTION.

The Portugal Cove section shall be bounded by a line commencing at Bauline head, thence following the south-western boundary of the Pouch Cove section to the place known as the "Juniper," thence to the north-western boundary of the Torbay section to the Water House at Windsor Lake, thence running along the northern shore of the said lake to Hughes' bridge on the Broad Cove old road; thence northwardly along the boundary line between the Electoral District of St. John's East and West to its termination on the shore of Conception Bay north of Broad Cove; thence along the shore of the said Bay, northwardly, to point of commencement at Bauline Head. And in this section there shall be opened at Portugal Cove, two booths; at Windsor Lake, west end, one booth. And We do further order that the Electors dwelling within the said section shall deliver their votes at the booth nearest to their residence.

No. 6.—THE BELL ISLE SECTION.

The Bell Isle section shall include the Island of Bell Isle. And We do order that the Electors residing in said section at Lance Cove and neighbourhood, and to the west thereof, shall deliver their votes at the booth to be opened at Lance Cove; and Electors residing at Bell Isle East shall deliver their votes at any one of the three booths to be opened there which is most convenient to their residence.

No. 7.—THE SAINT JOHN'S (TOWN) SECTION.

The St. John's (Town) section shall be bounded as follows, viz. :—By a line

commencing at Cuckold's Head, thence running along the southern boundary of the Quidi Vidi section to the commencement of the road leading from Logy Bay road (near Cook's) to the Torbay road; thence along the southern boundary of the Major's Path section to the western end of the path leading from Portugal Cove road to the road leading to the Three Pond Barrens; thence along the western boundary of the same section to its termination at Windsor Lake (taking in the house of one Bell, situate on the said boundary line near the Three Pond Barrens road); thence along the southern shore of Windsor Lake to the boundary line between the Electoral Divisions of St. John's East and West on the old Broad Cove road at Hughes' bridge; thence along the said boundary to its southern termination at St. John's harbor; thence following the windings of the shore to the point of commencement at Cuckold's Head.

And We do order that the said section shall be sub-divided into five Wards, and that the Electors residing within the said section shall deliver their votes in that ward only as hereinafter defined, in which they reside, and according to the initial letter of their respective names; and We do further order that the wards aforesaid shall be numbered from one to five, inclusive, and shall be bounded as follows, namely:

No. 1 Ward shall be bounded by a line commencing at Cuckhold's Head, and running along the boundary between St. John's section and Quidi Vidi section to commencement of the road on the Logy Bay road (near Cook's), running from Logy Bay road to the Torbay road; thence along the boundary between the Saint John's section and the Major's Path section to the Portugal Cove road; thence across the said road to the Portugal Cove old road; thence along the centre of the last mentioned road to the lane leading past the eastern side of Mr. J. O. Fraser's house; thence along the centre of Circular road to Bannerman road; thence along the centre of Bannerman road to Military road; thence along the centre of Military road to top of Cochrane Street; thence down the centre of Cochrane Street to the harbour of St. John's; thence following the windings of the sea-shore to point of commencement at Cuckhold's Head. And in this ward there shall be opened three booths:

At No. 1 booth those Electors only shall vote whose respective surnames begin with the letters A, B, C, D, E, F.

At No. 2 booth those Electors only shall vote whose respective surnames begin with the letters G, H, I, J, K, L, M.

At No. 3 booth those electors only shall vote whose respective surnames begin with the letters N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

No 2 Ward shall be bounded as follows, viz.:—By a line commencing at the termination on the shore of the harbor of St. John's of the western boundary of

No. 1 Ward ; thence following the said western boundary of No. 1 Ward to the bridge crossing Rennie's river at the commencement of the Portugal Cove old road ; thence turning south up the centre of Rennie's Mill road to Rawlins' Cross ; thence down the centre of Prescott Street and Hunter's (Job's) Cove to harbour of St. John's ; thence along the northern shore of the said harbour to point of commencement at foot of Cochrane Street. And in this ward there shall be opened four booths :

At No. 1 booth those Electors only shall vote whose respective surnames begin with the letters A, B, C.

At No. 2 booth those Electors only shall vote whose respective surnames begin with the letters D, E, F, G, H, I, J.

At No. 3 booth those Electors only shall vote whose respective surnames begin with the letters K, L, M, N, O, P.

At No. 4 booth those Electors only shall vote whose respective surnames begin with the letters Q, R, S, T, U, V, W, X, Y, Z.

No. 3. Ward shall be bounded as follows, viz. :—By a line commencing on the waters of St. John's harbor at Hunter's (Job's) Cove, thence following the western boundary of No. 2 Ward to Rawlins' Cross ; thence along centre of Military road to Garrison hill ; thence along centre of Garrison hill to Newtown road ; thence along centre of Newtown road to north-eastern corner of the Parade ground ; thence across the Parade ground following the line of the fence enclosing Fort Townsend on the westward, to a point on Harvey road opposite the tavern kept by one James Chadder ; thence westwardly along the centre of Harvey road to the top of Long's hill ; thence down the centre of Long's hill to its junction with Cathedral hill ; thence down the centre of Cathedral hill to Duckworth street ; thence along the centre of Duckworth street to Market House hill ; thence down the centre of Market House hill and of Clift's cove to the waters of St. John's harbor ; thence along the northern shore of the said harbor to point of commencement at Hunter's (Job's) Cove. And in this ward there shall be opened two booths :

At No. 1 booth those Electors only shall vote whose respective surnames begin with the letters A to L, inclusive.

At No. 2 booth those Electors only shall vote whose respective surnames begin with the letters M to Z, inclusive.

No. 4 Ward shall be bounded as follows, viz. :—By a line commencing on the waters of St. John's harbor at Clift's Cove, and following the western boundary of No. 3 Ward to its termination at the northeastern corner of the Parade ground at Newtown road, thence eastwardly along the said road to its junction with Allandale road, thence along the centre of Allandale road to bridge over Rennie's River at

the foot of Long Pond, thence along the centre of the road which skirts the property of the late Stephen Rendell at North Bank, and leads to the Three Pond Barrens to the point on the said road where the southern boundary line of the Major's Path section interesects the said road, thence along the western boundary of the said Major's Path section to its termination at Windsor Lake, thence along the north-western boundary of the St. John's section to Broad Cove old road at Hughes' bridge, thence southwardly along the boundary between the Electoral divisions of St. John's East and West to its termination on the waters of the Harbor at Beck's Cove, thence along the northern shore of the said Harbor to point of commencement at Clift's Cove. And in this ward there shall be opened four booths.

At No. 1 booth those electors only shall vote whose respective surnames begin with the letters A, B, C.

At No. 2 booth those electors only shall vote whose respective surnames begin with the letters D, E, F, G, H.

At No. 3 booth those electors only shall vote whose respective surnames begin with the letters I, J, K, L, M, N, O.

At No. 4 booth those electors only shall vote whose respective surnames begin with the letters P, Q, R, S, T, U, V, W, X, Y, Z.

No. 5 Ward shall be bounded as follows, viz :—By a line commencing at Rawlins' Cross on Military Road, thence running along the centre of Rennie's Mill road to the bridge over Rennie's River at the commencement of Portugal Cove old road, thence following the western boundary of No. 1 Ward to its termination at the junction of the Portugal Cove road, and the road around Kenny's Pond, thence along the boundary of Major's Path section to commencement of the path described above leading from the Portugal Cove road to the Three Pond Barrens' road, thence southwardly along the eastern boundary of No. 4 Ward to the junction of Allandale and Newtown roads, thence along the centre of Garrison hill to Military road, thence along the centre of Military road to the point of commencement at Rawlins' Cross. And in this section there shall be opened three booths.

At No. 1 booth those electors only shall vote whose respective surnames begin with the letters A, B, C, D, E, F.

At No. 2 booth those electors only shall vote whose respective surnames begin with the letters G, H, I, J, K, L, M.

At No. 3 booth those electors only shall vote whose respective surnames begin with the letters N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

That for the Western Division of the District of St. John's, there shall be opened twenty-nine booths for the following sections as hereinafter defined, viz :—For

the St. John's (Town) Section, seventeen booths ; for the South Side Section, one booth ; for the Blackhead Section, one booth ; for the Petty Harbor Section, three booths ; for the Goulds Section, one booth ; for the Kilbride Section, one booth ; for the Boggy Hall Section, one booth ; for the Freshwater Valley Section, one booth ; for the Broad Cove Section, three booths.

And, for the greater convenience of taking the Polls in the said respective sections, the said Division of St. John's West shall be sub-divided into nine sections, which shall for this purpose be respectively denominated : (1) The South Side Section ; (2) The Blackhead Section ; (3) The Petty Harbor Section ; (4) The Goulds Section ; (5) The Kilbride Section ; (6) The Boggy Hall (or Topsail Road) Section ; (7) The Freshwater Valley Section ; (8) The Broad Cove Section ; and (9) The St. John's (Town) Section.

1.—THE SOUTH SIDE SECTION.

The South Side Section shall be bounded by a line commencing at Fort Amherst, thence running westwardly along the southern shore of the harbor of St. John's and of Waterford Bridge River to Waterford Bridge, thence direct to the place of commencement at Fort Amherst aforesaid. And electors residing within the said section shall deliver their votes at the booth therein.

2.—THE BLACKHEAD SECTION.

The Blackhead Section shall be bounded as follows, viz : By a line commencing at the Flag-staff near the Lighthouse at Cape Spear, thence running westwardly to the shore of Petty Harbor Long Pond, thence following the windings of the shore of the said pond to its northern termination, thence direct to Waterford Bridge, thence along the southern boundary of the South Side Section to Fort Amherst, thence following the windings of the sea shore at Cape Spear to point of commencement. And the electors residing within the said section shall deliver their votes at the booth at Blackhead.

3.—PETTY HARBOR SECTION.

The Petty Harbor section shall be bounded by a line commencing near the Flagstaff at Cape Spear, thence running along the Southern boundary of the Blackhead Section to Petty Harbor Long Pond, thence following the eastern shore of the said pond to its southern end, thence direct to the northern Gould's bridge, thence along the southern boundary of the Electoral District of St. John's to its termination at the Motion Head, thence following the windings of the sea shore to the point of commencement at Cape Spear. And in this section there shall be three booths—one at Petty Harbor (North Side) ; one at Petty Harbor (South Side) ; and one at Maddox Cove. And We do order that Electors dwelling within the said Section may deliver their votes at the booth nearest to their residence.

4.—THE GOULDS SECTION.

The Gould's Section shall be bounded by a line commencing at the 6th mile mark on the Petty Harbor old road, thence running direct to the eastern termination of the Heavytree road on the Bay Bulls road, thence along the centre of the Heavytree road to the 'Short' road, thence along the centre of the 'Short' road to its junction on Doyle's road with the southern boundary line of the District of St. John's, thence along the said boundary line to the northern Goulds bridge, thence following the western boundary of the Petty Harbor Section to the southern end of Petty Harbor Long Pond, thence northwardly following the windings of the western shore of the said pond to place of commencement at the 6th mile mark on the Petty Harbor old road. And electors dwelling within the said Section shall deliver their votes at the Goulds booth.

5.—KILBRIDE SECTION.

The Kilbride section shall be bounded by a line commencing at the centre of Waterford bridge, thence following the course southwardly of Waterford bridge river to a point about one mile west of "Columbia" hill on the Bay Bulls old road, where James Doyle's road crosses the said river, thence westwardly direct to the western end of the Heavytree road, thence eastwardly along the centre of the said road to the Bay Bulls road, thence along the northern boundary of the Goulds section to the 6th mile mark on the Petty Harbor old road, thence northwardly following the windings of Petty Harbor Long Pond to its northern end, thence along the southern boundary of the Blackhead section to point of commencement at Waterford bridge. And Electors residing within the said section shall deliver their votes at Kilbride booth.

6.—THE BOGGY HALL (OR TOPSAIL ROAD) SECTION.

The Boggy Hall section shall be bounded by a line commencing at Waterford bridge, thence running westwardly along the Lunatic Asylum road to Molloy's lane, thence along the centre of the said lane to the Topsail road, thence eastwardly along the centre of the said road to the Cockpit road, thence along the centre of the Cockpit road to Casey's road, thence along the centre of Casey's road to its junction with Blackmarsh road, thence northwardly direct to the point near the Ropewalk at which the line of the railway crosses the Pennywell road, thence westwardly direct to the western corner of a house on the Kenmount road belonging to one Putt, thence north-westwardly direct to a point on the southern boundary line of the Electoral District of St. John's one mile to the westward of Quigley's, thence following the said boundary line of the Electoral District of St. John's southwardly to the point where the "Short" road intersects the same on Doyle's road, thence along the western boundary of the Goulds section to Heavytree road, thence along the western boundary of the Kilbride section to point of commencement at Waterford bridge. And the Electors residing within the said section shall deliver their votes at the booth at Boggy Hall.

7.—THE FRESHWATER VALLEY SECTION.

The Freshwater Valley section shall be bounded by a line commencing at the intersection of the line of railway and the Freshwater road near Michael Dea's house, thence following the said line of railway to the Pennywell road crossing, thence following the western boundary of the Boggy Hall section to the termination of the southern boundary line of the Electoral District of St. John's at a point one mile west of Quigley's, thence direct to Hughes' bridge on the Broad Cove old road, thence along the boundary line between the Electoral Divisions of St. John's East and West to point of commencement at the railway crossing near Michael Dea's house on the Freshwater road. And the Electors residing in this section shall deliver their votes at the booth in the Freshwater Valley.

8.—THE BROAD COVE SECTION.

The Broad Cove section shall be bounded as follows, viz. :—By a line commencing at Hughes' bridge on the Broad Cove old road, thence running along the western boundary of the Freshwater section to its termination one mile to the west of Quigley's at the southern boundary of the Electoral District of St. John's, thence north-westwardly along the said boundary at its termination on the shore of Conception Bay south of Broad Cove, thence northwardly along the shore of the said Bay to the terminating point on the shore of the said Bay of the boundary line between the Electoral Divisions of St. John's East and West, thence along the said boundary line to point of commencement at Hughes' bridge. And Electors residing in this section shall deliver their votes at either of the three booths to be opened in the said section.

9.—THE ST. JOHN'S SECTION.

The St. John's section shall be bounded by a line commencing at Beck's Cove on the waters of St. John's harbor, thence running westwardly along the northern shore of the said harbor and the northern bank of the Waterford bridge river to Waterford bridge, thence along the Lunatic Asylum road to Molloy's lane, thence along the centre of Molloy's lane to the Topsail road, thence along the centre of Topsail road to the Cockpit road, thence along the centre of the Cockpit road to Casey's road, thence along the centre of Casey's road to its junction with the Blackmarsh road, thence northwardly direct to the point near the Ropewalk, at which the line of the railway crosses the Pennywell road, thence along the railway track to the Freshwater road crossing near Michael Dea's house, thence along the centre of the Freshwater road to Carter's street, thence down the centre of Carter's street and Carter's hill to Playhouse hill, thence along the centre of Playhouse hill to Duckworth street, thence eastward along Duckworth street to the top of Beck's Cove, thence down the centre of the said cove to point of commencement.

And we do order that the said section shall be sub-divided into five wards, and that Electors residing within the said section shall deliver their votes in that ward only, as hereinafter defined in which they reside, and according to the initial letter

of their respective names. And We do further order that the wards aforesaid shall be numbered from one to five, inclusive, and shall be bounded as follows, viz. :

No. 1 Ward by a line commencing at Browning's bridge, thence running westwardly along the northern bank of the Waterford bridge river to Waterford bridge, thence along the Lunatic Asylum road to Molloy's lane, thence along the centre of Molloy's lane to the Topsail road, thence along the centre of the Topsail road to the Cockpit road, thence along the centre of the Cockpit road to Casey's road, thence along the centre of Casey's road to the Blackmarsh road, thence northwardly direct to the point near the Ropewalk at which the line of railway crosses the Pennywell road, thence along the centre of Pennywell road to the Ropewalk lane, thence along the centre of Ropewalk lane to Mundy's pond, thence direct across the said pond to the point where the northern extension of Leslie street touches on the said pond, thence down the centre of Leslie's street to Water street west, thence across the said street and down the centre of the lane near Grant's house to Waterford bridge river, thence along the north bank of the said river to point of commencement at Browning's bridge. And in this ward there shall be opened two booths :

At No. 1 booth those Electors only shall vote whose respective surnames begin with the letters A to L, inclusive.

At No. 2 booth those Electors only shall vote whose respective surnames begin with the letters M to Z, inclusive.

No. 2 Ward shall be bounded by a line commencing at Patrick street, thence along the north bank of Waterford bridge river to the lane near Grant's house, leading from the river to Water street, thence following the eastern boundary of Ward No. 1 to the railway crossing on Pennywell road, thence along the railway track to the crossing on Freshwater road near M. Dea's, thence south-eastwardly direct to the point near the "White house" where Mundy Pond road joins LeMarchant road, thence westwardly along the centre of LeMarchant road to Patrick street, thence down the centre of Patrick street to place of commencement. And in this ward there shall be opened three booths :

At No. 1 booth those electors only shall vote whose respective surnames begin with the letters A, B, C, D, E.

At No. 2 booth those electors only shall vote whose respective surnames begin with the letters F, G, H, I, J, K, L, M.

At No. 3 booth those electors only shall vote whose respective surnames begin with the letters N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

No. 3 Ward shall be bounded by a line commencing at the Cove at the foot of Springdale street, and running along the northern shore of the harbor of St. John's to Patrick street, thence following the eastern boundary of No. 2 Ward to the junc-

tion of Springdale street with LeMarchant road, thence down the centre of Springdale street to point of commencement on the waters of the harbor in the Cove above-mentioned. And in this ward there shall be opened four booths :

At No. 1 booth those Electors only shall vote whose respective surnames begin with the letters A, B, C, D.

At No. 2 booth those Electors only shall vote whose respective surnames begin with the letters E, F, G, H, I, J, K, L.

At No. 3 booth those Electors only shall vote whose respective surnames begin with the letters M, N, O, P, Q.

At No. 4 booth those Electors only shall vote whose respective surnames begin with the letters R, S, T, U, V, W, X, Y, Z.

No. 4 Ward shall be bounded by a line commencing at the Cove at the foot of Springdale street, and thence running along the eastern boundary of No. 3 Ward to its termination at the junction of Springdale Street with LeMarchant road, thence across the said road to the point near the "White House" where Mundy's Pond road joins it, thence northwestwardly direct to the railway crossing on Freshwater road, thence along the said road to the lane known as M. Dea's Lane, thence down the said lane to the top of Rocky lane, thence down the centre of Rocky lane to the top of Barter's hill, thence down the centre of Barter's hill, Queen's street, and Stewart's cove to the harbor of St. John's, thence westwardly along the northern shore of the said harbor to the point of commencement at the Cove above-mentioned at the foot of Springdale street. And in this ward there shall be opened four booths.

At No. 1 booth those Electors only shall vote whose respective surnames begin with the letters A, B, C, D.

At No. 2 booth those Electors only shall vote whose respective surnames begin with the letters E, F, G, H, I, J, K.

At No. 3 booth those Electors only shall vote whose respective surnames begin with the letters L, M, N, O, P.

At No. 4 booth those Electors only shall vote whose respective surnames begin with the letters Q, R, S, T, U, V, W, X, Y, Z.

No. 5 Ward shall be bounded by a line commencing at Beck's Cove on the waters of the harbor of St. John's, thence running westwardly along the northern shore of the said harbor to Stewart's Cove, thence up the centre of Stewart's Cove, Queen's street, Barter's hill, Rocky lane, and of a lane known as M. Dea's lane, to the junction of the said lane with Freshwater road ; thence eastwardly along the centre of the said road to Carter's street ; thence down the centre of the said street

and of Carter's hill to Playhouse hill ; thence westwardly along the centre of Playhouse hill to its junction with Duckworth street and New Gower street ; thence eastwardly along the centre of Duckworth street to the top of Beck's Cove ; thence down the centre of the said Beck's Cove to point of commencement on the waters of the harbor. And in this Ward there shall be opened four booths :

At No. 1 booth those Electors only shall vote whose respective surnames begin with the letters A, B, C, D.

At No. 2 booth those Electors only shall vote whose respective surnames begin with the letters E, F, G, H, I, J, K, L.

At No. 3 booth those Electors only shall vote whose respective surnames begin with the letters M, N, O, P, Q.

At No. 4 booth those Electors only shall vote whose respective surnames begin with the letters R, S, T, U, V, W, X, Y, Z.

That for the District of Ferryland there shall be opened—at the Goulds, one booth, at which Electors dwelling there shall deliver their votes ; at Bay Bulls, two booths, at which Electors dwelling between the Goulds, exclusive, and the north head of Witless Bay shall deliver their votes ; at Witless Bay, two booths, at which Electors dwelling between the north head and the south head of the said Bay shall deliver their votes ; at Mobile, one booth, at which Electors dwelling there shall deliver their votes ; at Toad's Cove, one booth, at which Electors dwelling between Toad's Cove, inclusive, and Caplin Cove, exclusive, shall deliver their votes ; at Bauline, one booth, at which Electors dwelling between La Manche, inclusive, and Caplin Cove, exclusive, shall deliver their votes ; at Brigus South, one booth, at which Electors dwelling there shall deliver their votes ; at Caplin Cove, one booth, at which Electors dwelling between Caplin Cove, inclusive, and La Manche, exclusive, shall deliver their votes ; at Cape Broyle, one booth, at which Electors dwelling between La Manche, exclusive, and Cape Broyle, inclusive, shall deliver their votes ; at Admiral's Cove (Cape Broyle), one booth, at which Electors dwelling there shall deliver their votes ; at Caplin Bay, one booth, at which Electors dwelling there shall deliver their votes ; at Ferryland, one booth, at which Electors dwelling between Caplin Bay, exclusive, and Aquaforte, exclusive, shall deliver their votes ; at Aquaforte, one booth, at which Electors dwelling there shall deliver their votes ; at Fermeuse, North Side, one booth, at which Electors dwelling there shall deliver their votes ; at Fermeuse, South Side, one booth, at which Electors dwelling there shall deliver their votes ; at Renew's, two booths, at which Electors dwelling between Fermeuse, exclusive, to Broad Cove, exclusive, shall deliver their votes ; at Broad Cove, one booth, at which Electors dwelling between Broad Cove, inclusive, and Cape Race, inclusive, shall deliver their votes.

That for the District of Placentia and St. Mary's there shall be opened—at Portugal Cove, one booth ; at Daniel's Point (North Side Trepassey), one booth ;

at Trepassey, one booth ; at St. Shotts, one booth ; at Holyrood (St. Mary's Bay), one booth ; at North Harbor (St. Mary's Bay), one booth ; at Mother Rex, one booth ; at St. Mary's, one booth ; at St. Mary's (Riverhead), one booth ; at Gaskers, one booth ; at Mall Bay, one booth ; at Great Barrisway (Cape Shore), one booth ; at Salmonier (North Side), one booth ; at Salmonier (South Side), one booth ; at John's Pond, one booth ; at St. Joseph's, one booth ; at Branch, one booth ; at St. Bride's, one booth ; at St. Patrick's Cove (Cape Shore), one booth ; at Point Verde, one booth ; at Placentia, one booth ; at North East Arm (Placentia), one booth ; at Little Placentia, one booth ; at Placentia (Jersey Side), one booth ; at Fox Harbor, one booth ; at Long Harbor, one booth ; at Little Harbor (near La Manche), one booth ; at Ram's Island, one booth ; at Sound Island, one booth ; at Woody Island, one booth ; at Brewley, one booth ; at Barren Island, one booth ; at Isle of Valen, one booth ; at South East (Placentia Bay), one booth ; at Presque, one booth ; at Paradise, one booth ; at Petit Forte, one booth ; at Baine Harbor, one booth ; at Little Harbor (near Oderin), one booth ; at Oderin, one booth ; at Merasheen, one booth ; at Harbor Buffett, one booth ; at Haystack, one booth ; at Red Island, one booth ; at Tack's Beach, one booth ; at St. Leonard's, one booth ; at Arnold's Cove, one booth ; at Colinet, one booth ; at either of which booths Electors dwelling within the said District of Placentia and St. Mary's may deliver their votes.

That in the District of Burin there shall be opened—at Flat Islands, one booth ; at Spanish Room, one booth ; at Mortier Bay, two booths ; at Rock Harbor (Mortier Bay), one booth ; at Beau Bois, one booth ; at Burin, three booths ; at Salt Pond (Burin), one booth ; at Great St. Lawrence, two booths ; at Lawn, one booth ; at Lord's Cove, one booth ; at Fox Cove, one booth ; at Point aux Gauls, one booth ; at Muddy Hole, one booth ; at Lamaline, two booths ; at Lories, one booth ; at Fortune, one booth ; at Grand Bank, two booths ; at Frenchman's Cove, one booth ; at either of which booths Electors dwelling within the said District of Burin may deliver their votes.

That in the District of Fortune Bay there shall be opened—at Garnish, one booth ; at Fox Cove, one booth ; at Bay L'Argent, one booth ; at Harbor Mille, one booth ; at Head of the Bay, one booth ; at English Harbor East, one booth ; at Anderson's Cove, one booth ; at Stone Cove, one booth ; at Rencontre, one booth ; at Lally Cove, one booth ; at Bay du Nord Brook, one booth ; at Belleoram, one booth ; at St. Jacques, one booth ; at English Harbor West, one booth ; at Coomb's Cove, one booth ; at Brunette, Island, one booth ; at Sagona, one booth ; at Harbor Briton, one booth ; at Pass Island, one booth ; at Hermitage Cove, one booth ; at Gaultois, one booth ; at Ship Cove, one booth ; at Pushthrough, one booth ; at Little Bay East, one booth ; at Little Bay West, one booth ; at Milltown (Bay D'Espoir), one booth. At either of which booths Electors dwelling within the said District of Fortune Bay may deliver their votes.

That in the District of Burgeo and LaPoile there shall be opened—at Richard's

Harbor, one booth ; at Rencontre, one booth ; at Francois, one booth ; at Cape La Hune, one booth ; at Fox Island, one booth ; at Ramea Islands, one booth ; at Burgeo, one booth ; at Grand Bruit, one booth ; at Little Bay, one booth ; at Western Point, one booth ; at Petites, one booth ; at Rose Blanche, one booth ; at Burnt Islands, one booth ; at Isle-aux-Morts, one booth ; at Deer Island, one booth ; at Red Island, one booth ; at Cul-de-Sac West, one booth ; at Little River, one booth ; at Channel, two booths ; at Cape Ray, one booth. At either one of which booths Electors dwelling within the District of Burgeo and LaPoile may deliver their votes.

That in the District of St. George there shall be opened—at Little River (Codroy), one booth ; at Grand River (Codroy), one booth ; at Codroy Harbor, one booth ; at Codroy (North Side), one booth ; at Highlands, one booth ; at Three Rock Cove, one booth ; at Fox Island River, one booth ; at Crabb's Brook, one booth ; at Robinson's Head, one booth ; at Bank Head, one booth ; at Southside (Bay St. George), one booth ; at Seal Rocks, one booth ; at Main River, one booth ; at Stephenville, one booth ; at Gravels, one booth ; at Campbell's Creek, one booth ; at Cape George, one booth ; at Black Duck Brook, one booth ; at Sandy Point, one booth ; at Lark Harbor, one booth ; at Benoit's Cove, one booth ; at Birchy Cove, one booth ; at Corner Brook, one booth ; at Summerside, one booth ; at Woody Island, one booth ; at South Arm (Bay of Islands), one booth ; at North Arm (Bay of Islands), one booth ; at McIver's, one booth. At either one of which booths Electors dwelling within the District of St. George may deliver their votes.

GIVEN under the Great Seal of Our aforesaid Island of Newfoundland.

WITNESS Our trusty and well-beloved The Honourable WILLIAM H. HORWOOD, Chief Justice, Administrator and Commander-in-Chief in and over the said Island of Newfoundland and its Dependencies, at St. John's, in the said Island, this 13th day of September, A.D. 1904, and in the Fourth year of Our Reign.

By His Honor's Command,

R. BOND,
Colonial Secretary.

**PROCLAMATION.**

WILLIAM MACGREGOR, *EDWARD, by the Grace of GOD, of the United Kingdom*
GOVERNOR. *of Great Britain and Ireland, and of the British Do-*
[L. S.] *minions beyond the Seas, King, Defender of the Faith,*
Emperor of India.

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

WHEREAS We did by Our Proclamation made and issued under the Great Seal of Our Island of Newfoundland, and bearing date the Thirteenth day of September last, amongst other things direct and appoint the several places within the Electoral Districts of St. Barbe, Twillingate, Fogo, Bonavista, Bay-de-Verde, Harbor Main, St. John's East, St. John's West, Placentia and St. Mary's, Fortune Bay, and St. George, respectively, at which polling places should be established for taking the polls at the ensuing General Election of Members to serve in the House of Assembly of Our said Island of Newfoundland :

And *whereas* We deem it expedient to direct and appoint that there should be in addition to the polling places so appointed for the said Electoral District of St. Barbe, one booth at Stanleyville Lumber Camp.

And for the Electoral District of Twillingate that there should be in addition to the polling places so appointed at Pilley's Island, one booth (in addition to the one booth opened by Our aforesaid Proclamation of date September 13th last), making in all two booths for Pilley's Island ; that the booth ordered by Our said Proclamation to be opened at Penny's Brook, be transferred to Julia's Harbor ; that the booth ordered by Our said Proclamation to be opened at Southern Arm (New Bay), be transferred to South West Arm (New Bay) ; that the booths ordered by Our said Proclamation to be opened at South West Arm (Green Bay), and St. Patrick's, be not opened ; and that one booth be opened at each of the following places, viz :—Stocking Harbor, Salmon's Island, Beaverton, and Wellman's Cove (Sunday Cove Island).

And for the Electoral District of Fogo, that there should be opened, in addition to the polling places so appointed, at Dog Bay (Southside), one booth ; and at Southside Harris Point, (Gander Bay), one booth ; the other booth ordered by Our said Proclamation to be opened at Gander Bay, being situate at Victoria Cove.

And for the Electoral District of Bonavista, that there should be opened, in addition to the polling places so appointed, one booth at each of the following

places, viz :—Bunyan's Cove, Deer Island, Hare Bay, and Loo Cove ; that the booth ordered by Our said Proclamation to be opened at Happy Adventure, be transferred to Salvage Bay ; and that the booth ordered by Our said Proclamation to be opened at Benton, be not opened.

And for the Electoral District of Bay-de-Verde, that there should be, in addition to the polling places so appointed, one booth at each of the following places, viz :—Spout Cove, Gull Island, Upper Small Point, and Broad Cove North.

And for the Electoral District of Harbor Main, that there should be, in addition to the polling places so appointed, one booth at each of the following places, viz :—Colliers (North Side), Seal Cove, and Fox Trap.

And for the Electoral District of St. John's (Eastern Division), that there should be, in addition to the polling places so appointed, one booth on Allandale Road (in Ward 5 of the Town Section.)

And for the Electoral District of St. John's (Western Division), that there should be, in addition to the polling places so appointed :—Southside Section — one booth to be opened, in addition to the one ordered by Our said Proclamation, making two booths in all for that Section.

And for the Electoral District of Placentia and St. Mary's, that there should be, in addition to the polling places so appointed, one booth at each of the following places, viz :—North Harbor (Placentia Bay), Rose-au-Rue, Mussel Harbor Arm, Ship Harbor, Famish Cove, South East Arm (Placentia), and Harricot (St. Mary's Bay).

And for the Electoral District of Fortune Bay, that there should be, in addition to the polling places so appointed, one booth at each of the following places, viz :—Pool's Cove, and Point Enragee.

And for the Electoral District of St. George, that there should be, in addition to the polling places so appointed, one booth at each of the following places, viz :—Clam Bank Cove, Ship Cove, York Harbor Mines, Spruce Brook (line of Railway), The Farms, (Bos Warlas), The Main Lands, Stephenville Crossing, and South Branch.

We do hereby declare to all our loving subjects that it is Our will and pleasure, and We do hereby direct and appoint, that the election of One Member for the District of St. Barbe shall also be holden at Stanleyville Lumber Camp, at which place there shall be opened one booth.

That the election of Three members for the District of Twillingate, shall be holden at Pilley's Island, at which place there shall be opened two booths (one appointed by Our said Proclamation, and one by these presents) ; and also at Stock-

ing Harbor, Samson's Island, Beaverton, and Wellman's Cove (Sunday Cove Island), at each of which places there shall be opened one booth. And We do further order that the booth ordered by Our said Proclamation to be opened at Penney's Brook, be transferred to Julia's Harbor; that the booth ordered by Our said Proclamation to be opened at Southern Arm (New Bay), be transferred to South West Arm (New Bay); and that the booths ordered by Our said Proclamation to be opened at South West Arm (Green Bay), and St. Patrick's, be not opened.

That the election of One Member for the District of Fogo shall also be holden at Dog Bay (Southside), at which place there shall be opened one booth; and at Southside Harris Point (Gander Bay), at which place there shall be opened one booth; the other booth at Gander Bay (ordered by Our Proclamation aforesaid) being situated at Victoria Cove.

That the election of Three Members for the District of Bonavista shall also be holden at Bunyan's Cove, Deer Island, Hare Bay and Loo Cove, at each of which places there shall be opened one booth. That the booth ordered by Our said Proclamation to be opened at Happy Adventure be transferred to Salvage Bay; and that the booth ordered by Our said Proclamation to be opened at Benton, be not opened.

That the election of Two members for the District of Bay-de-Verde shall also be holden at Spout Cove, Gull Island, Upper Small Point and Broad Cove North, at each of which places there shall be opened one booth.

That the election of Two Members for the District of Harbor Main shall also be holden at Collier's (North Side), Seal Cove and Foxtrap, at each of which places there shall be opened one booth.

That the election of Three Members for the District of St. John's (Eastern Division), shall also be holden at a booth to be opened on Allandale Road, in Ward 5 of the Town Section.

That the election of Three Members for the District of St. John's (Western Division), shall also be holden at a booth to be opened in the Southside Section (in addition to one ordered by Our said Proclamation to be opened), making two booths in all for the said Section. And for the greater convenience of taking the polls at the said Southside Section, We do order that electors residing to the eastward of the Long Bridge shall deliver their votes at the booth to be opened in that portion of the section; and that electors residing to the westward of the Long Bridge shall deliver their votes at the booth to be opened in that portion of the section.

That the election of Three Members for the District of Placentia and St. Mary's shall also be holden at North Harbor (Placentia Bay), Rose-au-Rue, Mussel Har-

bor Arm, Ship Harbor, Famish Cove, South-east Arm (Placentia), and Haricot (St. Mary's Bay), at each of which places there shall be opened one booth.

That the election of One Member for the District of Fortune Bay shall also be holden at Pool's Cove and Point Enragee, at each of which places there shall be opened one booth.

That the election of One Member for the District of St. George shall also be holden at Clam Bank Cove, Ship Cove, York Harbor Mine, Spruce Brook (line of Railway), The Farms (Bos Warlos), The Main Lands, Stephenville Crossing, and South Branch, at each of which places there shall be opened one booth.

GIVEN under the Great Seal of Our Island of Newfoundland.

WITNESS our trusty and well-beloved Sir WILLIAM MACGREGOR, Doctor of Medicine, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies, at St. John's, in Our said Island, this 18th day of October, A. D. 1904, and in the Fourth year of Our Reign.

By His Excellency's Command,

ARTHUR MEWS,

Deputy Colonial Secretary.



PROCLAMATION.

WILLIAM MACGREGOR, *EDWARD, by the Grace of GOD, of the United Kingdom*
GOVERNOR. *of Great Britain and Ireland, and of the British Do-*
[L. S.] *minions beyond the Seas, King, Defender of the Faith,*
Emperor of India.

TO ALL TO WHOM THESE PRESENTS SHALL COME GREETING :

WHEREAS We did by Our Proclamations, made and issued under the Great Seal of our Island of Newfoundland, and bearing date the Thirteenth day of September last, and the Eighteenth day of October instant, respectively, amongst other things direct and appoint the several places within the Electoral Districts of St. Barbe, Trinity, and Placentia and St. Mary's, respectively, at which polling places should be established for taking the Polls at the ensuing General Election of Members to serve in the House of Assembly of Our said Island of Newfoundland ; and

Whereas We deem it expedient to direct and appoint that there shall be in addition to the polling places so appointed : For the said Electoral District of St. Barbe, that the booth directed by Our said Proclamation of the 13th September to be opened at Baie Verte, shall be transferred to Baie Verte Mine.

And for the Electoral District of Trinity, that there shall be in addition to the polling places so appointed, one Booth at the Slate Quarry (Smith's Sound).

And for the Electoral District of Placentia and St. Mary's, that there shall be in addition to the polling places so appointed, one Booth at Monkstown (Paradise Sound), and one Booth at Clatise Harbor.

We do hereby declare to all Our loving subjects that it is Our will and pleasure, and We do hereby direct and appoint—

That for the election of One Member for the District of St. Barbe shall be holden at Baie Verte Mine, at which place there shall be opened one Booth instead of at Baie Verte, as provided by Our Proclamation of date 13th September.

That the election of Three Members for the District of Trinity shall also be holden at the Slate Quarry (Smith's Sound), at which place there shall be opened one Booth.

That the election of Three Members for the District of Placentia and St.

Mary's shall also be holden at Monkstown (Paradise sound), and at Clatise Harbor, at each of which places there shall be opened one Booth.

Given under the Great Seal of Our Island of Newfoundland.

Witness our trusty and well-beloved Sir WILLIAM MACGREGOR, Doctor of Medicine, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies, at St. John's, in Our said Island, this 21st day of October, A. D. 1904, and in the Fourth year of Our Reign.

By His Excellency's Command.

ARTHUR MEWS,

Deputy Colonial Secretary.

**PROCLAMATION.**

WM. MACGREGOR,
GOVERNOR.
[L. S.]

By His Excellency Sir WILLIAM MACGREGOR, Doctor of Medicine, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

WHEREAS Royal Letters Patent of the 28th March, A.D, 1876, constituting the office of Governor and Commander-in-Chief of the Island of Newfoundland and its Dependencies, hath given and granted unto the said Governor full power and authority to summon and call together the General Assembly of the said Colony ; and whereas Writs, in due form, have been issued for a General Election of Members of the General Assembly, under which Members have been elected and returned to serve in the said General Assembly ;

I, the Governor of the said Colony, do therefore, by these Presents, summon and call the Members of the said General Assembly to assemble and meet at the town of St. John's, in the said Colony, *for the despatch of business*, on THURSDAY, the 30th day of MARCH instant, of which all persons concerned therein are hereby required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at the Government House, St. John's,
this 14th day of March, A. D. 1905.

By His Excellency's Command,

R. BOND,
Colonial Secretary.

PROCLAMATION



PROCLAMATION

Whereas the President of the United States is authorized by the Constitution to see that the laws are faithfully executed and that the public interest is promoted; and whereas it is the duty of the President to see that the laws are faithfully executed and that the public interest is promoted; and whereas it is the duty of the President to see that the laws are faithfully executed and that the public interest is promoted;

Therefore, I, the President of the United States, do hereby proclaim and command that the laws of the United States be faithfully executed and that the public interest be promoted.

Given under my hand and the seal of the President of the United States at the City of Washington, this 1st day of January, 1900.

Wm. McKinley
President of the United States

JOURNAL.

JOURNAL

JOURNAL AND PROCEEDINGS

OF THE

FIRST SESSION

OF THE

20th General Assembly of Newfoundland.

Begun and holden at St. John's, in the said Island, on Thursday, the Thirtieth day of March, Anno Domini Nineteen Hundred and Five, being in the Fifth year of the reign of His Majesty Our Sovereign Lord Edward, by the Grace of God, of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, &c.

His Excellency SIR WILLIAM HORWOOD, Knight, Administrator and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies, by his Proclamation bearing date the thirteenth day of September last, having dissolved the late General Assembly, and by his Proclamation bearing date the thirteenth day of September last called a new one, and His Excellency SIR WILLIAM MACGREGOR, Doctor of Medicine, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies, by his Proclamation bearing date the Fourteenth day of March instant having appointed Thursday, the Thirtieth day of March instant for the meeting of the said General Assembly for despatch of business, the following are the names of the members returned by the returning officers of the several electoral districts to represent the said districts in the General Assembly :—

List of Members returned to serve in the House of Assembly, 1904 :—

James M. Kent, George Shea and John Dwyer, Esquires—St. John's, Eastern Division ;

Hon. Sir Edward P. Morris, John R. Bennett and John P. Scott, Esquires—St. John's, Western Division ;

Frank J. Morris and John Lewis, Esquires—Harbor Main ;

A. M. Mackay, Esquire—Port-de-Grave ;

Hon. Eli Dawe, William A. Oke and Arthur Barnes, Esquires—Harbor Grace ;

Joseph G. Maddock, Esquire—Carbonear ;

Charles H. Hutchings and William C. Winsor, Esquires—Bay-de-Verde ;

George W. Gushue, William F. Lloyd, D.C.L., and Arthur Miller, Esquires—Trinity ;

Alfred B. Morine, Mark Chaplin and Sydney D. Blandford, Esquires—Bonavista ;

Henry J. Earle, Esquire—Fogo ;

Rt. Hon. Sir Robert Bond, J. Augustus Clift and George Roberts, Esquires—Twillingate ;

William M. Clapp, Esquire—St. Barbe ;

George T. Carty, Esquire—St. George ;

Robert Moulton, Esquire—Burgeo and LaPoile ;

Albert H. Martin, Esquire—Fortune Bay ;

Edward H. Davey, Esquire, and Hon. Henry Gear—Burin ;

Hon. E. M. Jackman, Thomas Bonia and Michael S. Sullivan, Esquires—Placentia and St. Mary's ;

Michael P. Cashin and William J. Ellis—Ferryland.

By virtue of a commission under the Great Seal to the Honourable Sir E. D. Shea, President of the Legislative Council, the Honourable George Skelton and the Honourable James S. Pitts, members of the said Council, which is as follows :

WILLIAM MACGREGOR,
Governor.
[L.S.]

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

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

Know ye that we have appointed the Honourable Sir E. D. Shea, President of the Legislative Council of our Island of Newfoundland, the Honourable Geo. Skelton and the Honourable James S. Pitts, members of our Legislative Council, to be Commissioners, they or either of them to administer the oath of allegiance to the undermentioned persons, elected to serve in the House of Assembly for the several Districts and Divisions of Districts set opposite their names, respectively, and appointed by proclamation of our Governor of our Island of Newfoundland, to be holden in St. John's on the thirtieth day of this instant month :—

James M. Kent, George Shea and John Dwyer, Esquires—St. John's, Eastern Division ;

Hon. Sir Edward P. Morris, John R. Bennett and John P. Scott, Esquires—St. John's, Western Division ;

Frank J. Morris and John Lewis, Esquires—Harbor Main ;

A. M. Mackay, Esquire—Port-de-Grave ;

Hon. Eli Dawe, William A. Oke and Arthur Barnes, Esquires—Harbor Grace.

Joseph G. Maddock, Esquire—Carbonear ;

Charles H. Hutchings and William C. Winsor, Esquire—Bay-de-Verde ;

George W. Gushue, William F. Lloyd, D.C.L., and Arthur Miller, Esquires—Trinity.

Alfred B. Morine, Mark Chaplin and Sydney D. Blandford, Esquires—Bonavista ;

Henry J. Earle, Esquire—Fogo ;

Rt. Hon. Sir Robert Bond, J. Augustus Clift and George Roberts, Esquires—Twillingate ;

William M. Clapp, Esquire - St. Barbe ;

George T. Carty, Esquire—St. George ;

Robert Moulton, Esquire - Burgeo and LaPoile ;

Albert H. Martin, Esquire—Fortune Bay ;

Edward H. Davey, Esquire, and Hon. Henry Gear—Burin ;

Hon. E. M. Jackman, Thos. Bonia and Michael S. Sullivan, Esquires—Placentia and St. Mary's ;

Michael P. Cashin and William J. Ellis, Esquires—Ferryland ;

Giving to them or either of them full power and authority to perform the matters hereinbefore mentioned, notifying and confirming all whatsoever they or either of them shall do and perform in this behalf, and thereof they or either of them are to make due return under their hands and seals unto our Governor of our said Island with these presents annexed.

Given under the Great Seal of Our aforesaid Island of Newfoundland.

Witness our trusty and well-beloved SIR WILLIAM MACGREGOR, Doctor of Medicine, Commander of the Most Distinguished Order of St. Michael and St. George, 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 Twenty-ninth day of March, A.D., 1905, and in the Fifth year of Our Reign.

By His Excellency's Command,

R. BOND,
Colonial Secretary.

HOUSE OF ASSEMBLY OF NEWFOUNDLAND.

The said Commissioners came between the hours of 11.30 and 12.30 of the clock on the said Thirtieth day of March into the Council Chamber, Patrick T. McGrath, Esq., Clerk of the House of Assembly, as in duty bound attending, and the names of the members returned, and hereinbefore set forth for the several districts and divisions of districts, having been called over by the Clerk, they appeared with the exception of Hon. Henry Gear, and Thomas Bonia, Michael P. Cashin, Henry J. Earle, Alex. M. Mackay, Wm. A. Oke, Geo. Roberts and Wm. C. Winsor, Esquires, and took and subscribed the oath of allegiance in presence of the said Commissioners.

And the said members who had taken the oath, took their seats accordingly.

At two of the clock, the Gentleman Usher of the Black Rod appeared at the bar and said:—

“Gentlemen of the House of Assembly:

His Excellency the Governor requests your immediate attendance in the Council Chamber.”

Accordingly, the members of the Assembly proceeded to the Council Chamber, where the following Commission was read by the Clerk of the Legislative Council:—

WILLIAM MACGREGOR,
GOVERNOR.
[L. S.]

By His Excellency Sir WILLIAM MACGREGOR, Doctor of Medicine, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

To the Honourable Sir Edward D. Shea, President of the Legislative Council, the Honourable Geo. Skelton and the Honourable James S. Pitts, members of the Legislative Council, greeting:

WHEREAS I have deemed it expedient that the first session of the Twentieth

General Assembly should be opened for the despatch of business on the Thirtieth day of this instant month, whereof I have given notice in my Proclamation dated the Fourteenth day of this instant month : and

Whereas it is not convenient that the purposes for which I have called the said General Assembly together should be declared on the said day, nor until the members of the House of Assembly have proceeded to the choice of a Speaker, you the said Honourable Sir Edward D. Shea, Honourable Geo. Skelton and Honourable James S. Pitts, are hereby authorized and directed to signify to the members of said House of Assembly, on the Thirtieth day of March instant, that it is my pleasure that they shall proceed to the choice of some proper person to be their Speaker, and present such person on the following day for my approbation.

Given under my Hand and Seal at the Government House, Saint John's, this Twenty-ninth day of March, A.D. 1905.

By His Excellency's Command,

R. BOND.

Colonial Secretary.

The Honourable Sir Edward D. Shea, President of the Legislative Council, then said :—

“ Gentlemen of the Honourable House of Assembly :

It is not convenient for His Excellency the Governor to declare the reasons of his calling this General Assembly to-day and it being necessary that a Speaker of the House of Assembly should be first chosen by you from amongst your body ; therefore it is His Excellency's pleasure that you gentlemen of the House of Assembly now repair to the place where you are to sit and there proceed to the choice of some proper person to be your Speaker, and present such person whom you shall so choose here to-morrow at three o'clock for His Excellency's approval.”

And the members having returned to the Assembly Room, the Right Honourable the Premier addressing himself to the Clerk, who, standing up, pointed to him and then sat down, moved that Frank J. Morris, Esquire, one of the members for the District of Harbor Main, do take the Chair as Speaker of this House ; which motion was seconded by the Honourable the Leader of the Opposition, Mr. Morine.

No other member being proposed as Speaker, Mr. Morris was unanimously called by the House to the Chair, and was conducted to the Chair by the members who proposed and seconded him.

Whereupon Mr. Morris, standing on the step, addressed the House, expressing his gratitude to the honourable members for the high honour unanimously conferred upon him.

The House then adjourned until to-morrow, Friday, at half-past two of the clock in the afternoon.

FRIDAY, March 31st, 1905.

The House met at half-past two o'clock in the afternoon, pursuant to adjournment.

At three o'clock a message from His Excellency the Governor was delivered by 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 upon His Excellency in the Council Chamber, His Excellency had been pleased to approve of his election as Speaker of this House ; that His Excellency had also been pleased to make a speech to both branches of the Legislature, of which speech, for greater accuracy, he had obtained 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 :

This is the first time since my assumption of the Government of this Colony that I have been afforded the pleasure of meeting its Legislature. I would, therefore convey to you an expression of my deep sense of the responsibility of my position ; to assure you of my intention to perform the duties of my office in strict accordance with constitutional principles, and of my earnest desire to co-operate with you in promoting the general well-being of His Majesty's subjects in this land.

I have not yet had an opportunity of acquiring any extensive knowledge of the Colony from personal observation, but I have seen sufficient to warrant me in arriving at the conclusion that it is worthy of our very best efforts. It possesses great possibilities. In its fisheries, its forest and mineral resources there is the certain promise of a rich return to well-directed enterprise and capital ; nor is its soil and climate such as to preclude a reasonable expectation that certain branches of agricultural development would add materially to the wealth and comfort of its people.

In reviewing the situation of the Colony, it is highly gratifying to notice that

its advancement has been most pronounced during the past four years, and that the balance of trade in its favor for that period has amounted to more than five million dollars, and has averaged over one million and a quarter per annum.

I am pleased to be able to congratulate you on the result of its trade and commerce for the past year. Although the Shore and Labrador fisheries did not reach an average catch, the shortage was more than compensated for by the high price obtained for the products in foreign markets; and while the number of seals taken last year did not equal that of the previous year, the price realized was better, and brought the result to about the same value.

The Whale Fishery received an impetus by a large augmentation of capital, but this seems to have led to over-production, and a consequent falling off in prices.

The export of Minerals indicates that mining is yielding a profitable return to investors, and that there is a steady expansion of the industry.

The Lumber returns shows additional enterprise, the exports of the past year exceeding those of the previous year by more than five million feet.

I am pleased to be able to observe that my Ministers have entered into an Agreement with English Capitalists to establish in this Colony the manufacture of wood pulp and paper on an extensive scale. You will be invited to confirm that Agreement. The new and important industry thus established will afford employment to a large number of operatives, and doubtless prove the initial step towards the settlement of a fixed population in the interior of the country.

The destruction of forest wealth, and the serious loss directly inflicted upon so many poor people last summer by forest fires, point to the necessity for more stringent legislation in relation thereto. My Ministers have given this subject very careful consideration, and you will be invited to adopt a measure which, it is hoped, will have the effect of preventing a recurrence of the devastation so recently experienced.

In view of the difference of opinion that exists, not only here but in other countries, as to the effect of the killing of whales upon the cod and bait fisheries, my Ministers have determined to cause an investigation to be made into the matter, so that a report may be laid before the Legislature at its next session.

Seeing that the fisheries occupy so important a place amongst our economic resources, it has been deemed desirable to secure the services of a man possessing both a scientific and practical knowledge of the methods employed for the propagation, continuance, and cure of fish food. Correspondence has been opened with the Fishery Board of Scotland to that end, and with the assistance of such expert the Fishery Department will be reorganized, and, it is hoped, made of greater advantage to the fisheries of the country than heretofore.

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

It affords me much satisfaction to state that the Revenue for the past year exceeded the estimate.

The expenditure in connection with the Public Service for the past year has been conducted with due regard to economy and efficiency.

You will be pleased to learn that although my Government reduced taxation by over Two hundred thousand dollars last session, a surplus of Revenue over Expenditure for the present fiscal year may be anticipated.

The Accounts for the past fiscal year and the Estimates for the coming year will be laid before you at an early date, and I feel satisfied that you will make due provision for the requirements of the Public Service.

Mr. President and Honourable Gentlemen of the Legislative Council :

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

Since the close of last session the Convention negotiated between His Majesty's Government and that of France, and which embraced the settlement of the French Shore Question, has been ratified by the Parliaments of both nations.

In May last my Prime Minister was invited to co-operate with His Majesty's Government in formulating Regulations for carrying out the provisions of the said Convention, so far as it applied to Newfoundland. That invitation was accepted, and the result of his labour, which has been viewed with much satisfaction by the Government, will be communicated to the Legislature.

The Convention for a measure of reciprocal trade between this Colony and the United States of America, negotiated in 1902, is still before the United States Senate. In this connection I would observe that the serious loss occasioned the fishermen of this Colony last season by the difficulty of obtaining a full supply of bait fishes rendered it imperative for my Ministers to consider whether the very valuable bait privileges conceded to the fishermen of the United States by the Government of this Colony, in expectation of the ratification of that Convention, could be continued without detriment to our fishery interest. After very careful enquiry and consideration it was decided that, under existing circumstances, local interests would be best conserved by withholding those privileges.

You will be invited to increase the vote in aid of Education, and a Bill to provide for the expenditure of the money will be laid before you in due course.

I am sure you will join with me in recording an expression of gratitude for the immunity which the Colony has enjoyed from any epidemic disease, or other public calamity, during the year that has passed.

And now, in leaving you to the discharge of your important duties, I pray that your labours may be directed by Divine Providence to the promotion of the best interests of the Colony and its people."

It was moved by Mr. Hutchings, seconded by Mr. Bennett, that an Address of Thanks be presented to His Excellency the Governor in reply to the gracious speech with which he has been pleased to open the present session of the Legislature, and that a Select Committee be appointed to draft such an Address in Reply.

Ordered accordingly, and that the following gentlemen be such Committee :— Messrs. Hutchings, Bennett, Chaplin, Kent and Blandford.

Mr. Alexander M. Mackay, member returned for the District of Port-de-Grave, took and subscribed the oath of allegiance before the Hon. J. S. Pitts, one of the duly appointed Commissioners, and took his seat accordingly.

It was moved and seconded that when the House rises it adjourn till Tuesday next, the 4th April, at four o'clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, April 4th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Mr. Wm. A. Oke, a member returned for the district of Harbor Grace, and Mr. Thos. Bonia, a member returned for the district of Placentia and St. Mary's, took and subscribed the oath of allegiance before the Hon. Geo. Skelton, one of the duly appointed Commissioners, and took their seats accordingly.

The Hon. Minister of Marine and Fisheries laid upon the table of the House the Annual Report of the Department of Marine and Fisheries for the year 1904.

Petitions were presented by the Minister of Public Works from residents of New Harbor on the subject of a pension for Edward Woodman, mail carrier; by Mr. Hutchings from residents of Grate's Cove, on the subject of a slip; and by the Hon. Minister of Agriculture and Mines, from residents of Change Islands, on the subject of the prosecution of the Labrador fishery by steamers.

Ordered that these petitions be received and referred to the departments to which they relate.

Mr. Hutchings, Chairman of the Select Committee on the address of thanks, presented the report of the said committee with draft address.

The said address was read by the clerk and is as follows :

“ To His Excellency Sir WILLIAM MACGREGOR, Doctor of Medicine, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY :

We, the Commons of Newfoundland in Legislative Session Assembled, beg leave to thank your Excellency for the gracious speech which your Excellency has addressed to both Houses of the Legislature.

And it was moved and seconded that it be adopted, which motion being put, was carried, and it was ordered accordingly.

The Rt. Hon. the Premier gave notice that he would, on to-morrow, ask leave to introduce a Bill entitled “ An Act respecting Foreign Fishing Vessels.”

Hon. Minister of Agriculture and Mines gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend Chapter 76 of the Consolidated Statutes (second series) entitled “ Of Forest Fires.”

It was moved and seconded that when the House rises it adjourn till to-morrow, Wednesday, at four o'clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, April 5th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Mr. M. P. Cashin, a member returned for the District of Ferryland, took and subscribed the oath of allegiance before the Hon. Geo. Skelton, one of the duly appointed Commissioners, and took his seat accordingly.

The Hon. Minister of Finance and Customs laid on the table of the House the following documents :

Statement of Customs Revenue collected in the Colony during the year ended 30th June, 1904 ;

Statement of the Imports and Exports of the Colony for the year ending June 30th, 1904 ;

Comparative statement of Goods, Wares and Merchandise imported into the Colony during the years ended 30th June, 1903 and 30th June, 1904, showing increase and decrease for years 1903-1904 ;

Comparative statement of Revenue received at each of the outports for years 1902-3 and 1903-4 ;

Comparative statement of Light Dues, showing collection at each outport for years 1902-3 and 1903-4 ;

Return of Bank Fishery for the year ended 31st December, 1904 ;

Statement showing the Revenue collected on Goods, Wares and Merchandize imported through Post Office.

Statement showing the movement of Shipping during the year ended the 30th June, 1904.

Abstract of Shipping for year ended 31st December, 1904.

Petitions were presented by :—

Mr. Gushue, (M.P.W.), from Scilly Cove, on the subject of fisheries ;

Mr. Maddock, from Mosquito, on the subject of roads ;

Mr. Maddock, from London Road, on the subject of roads ;

Mr. Hutchings, from Ochre Pit Cove, on the subject of roads ;

Mr. Hutchings, from Salmon Cove, on the subject of landing-place ;

Hon. Mr. Clift, (M.A.M.), from Springdale, on the subject of telegraphs ;

Mr. Gushue, (M.P.W.), from Dildo, on the subject of roads ;

Mr. Gushue, (M.P.W.), from Cuckold's Cove, on the subject of roads ;

Mr. Gushue, (M.P.W.), from Ship Cove, on the subject of roads.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to notice, and on motion of the Right Hon. the Premier, the Bill entitled " An Act respecting Foreign Fishing Vessels " was introduced and read a first time, and it was ordered that it be read a second time on to-morrow.

Pursuant to notice, and on motion of the Hon. Minister of Agriculture and Mines, leave was granted for the introduction of a Bill entitled "An Act to amend Chapter 76 of the Consolidated Statutes (second series) entitled "Of Forest Fires," and it was ordered that it be read a first time on to-morrow.

The Right Hon. the Premier laid on the table of the House the following documents :

Report of Newfoundland Savings Bank for 1904 ;

Report of New York Life Insurance Company for 1904 ;

Report of Confederation Life Insurance Company for 1904 ;

Report of Sun Life Insurance Company for 1904 ;

Report of Manufacturers Life Insurance Company for 1904 ;

Report of Imperial Life Insurance Company for 1904.

His Honor the Speaker informed the House that His Excellency the Governor would receive the House, with the Address of Thanks, at Government House on to-morrow, Thursday, at half-past eleven o'clock in the forenoon.

Hon. Minister of Finance and Customs gave notice that he would on to-morrow ask leave to move that Supply be granted to His Majesty.

Mr. Morine gave notice that he would on to-morrow ask the Right Hon. the Premier for a statement of the terms and conditions on which a loan has been obtained to pay the Telegraph Award.

It was moved and seconded that when the House rises it adjourn till to-morrow at eleven o'clock in the forenoon.

The House then adjourned accordingly.

THURSDAY, April 6th, 1905.

The House met at eleven o'clock in the forenoon, pursuant to adjournment.

The Speaker informed the House that in accordance with the intimation received yesterday, His Excellency the Governor would receive the address of thanks at half-past eleven o'clock to-day.

Accordingly, Mr. Speaker and the House proceeded to Government House, and

being returned to the Assembly Room, Mr. Speaker informed the House that His Excellency had received the Address of Thanks and had been pleased to reply thereto, as follows :

“ Mr Speaker and Honourable Members of the Commons of Newfoundland :

“ I thank you for your Address in Reply to the Speech with which your present session was opened.

WM. MACGREGOR, Governor.”

It was moved and seconded that when the House rises it adjourn until to-morrow, Friday, April 7th, at four o'clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, April 7th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by Mr. Gushue (M.P.W.), from residents of Ship Cove, on the subject of a wharf, and from residents of Hodge's Cove, on the subject of a road.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to order, the Right Hon. the Premier moved, seconded by the Hon. Minister of Justice, that the Bill respecting Foreign Fishing Vessels be now read a second time, whereupon Mr. Morine moved, seconded by Mr. Cashin, that it be read a second time this day six months. On the House dividing there appeared for the motion—Right Hon. the Premier, Hon. Minister of Justice, Hon. Minister of Finance and Customs, Hon. Minister of Marine and Fisheries, Hon. Minister of Agriculture and Mines, Minister of Public Works, Messrs. Barnes, Bennett, Bonia, Carty, Clapp, Ellis, Hutchings, Kent, Lloyd, Maddock, Martin, Oke and Sullivan (19) ; and for amendment—Messrs. Morine, Cashin, Mackay, Chaplin, Moulton and Blandford (6).

So it passed in the affirmative, and it was ordered that the Bill be referred to Committee of the Whole on to-morrow.

The remaining orders of the day were deferred.

The Right Hon. the Premier, by command of His Excellency the Governor, laid on the table of the House the following message from His Excellency :—

WM. MACGREGOR, *Governor.*

The Governor has the honour to communicate to the Honourable House of Assembly, the appointment of the Commission of Internal Economy of the Legislature, in accordance with the provisions of the Statute 61 Victoria, Cap. 1., as set forth in the accompanying certified copy of a minute of the Honourable Executive Council, approved by the Governor on this day.

At the Government House,
St. John's, 7th April, 1905.

Under the provisions of Section 4, Cap. 1., 61 Vic., the following gentlemen to form the Commission of Internal Economy of the Legislature : Hon. Sir E. D. Shea, Kt., President of the Legislative Council ; Hon. John Harris, Hon. George Skelton, His Honor the Speaker ; Right Hon. Sir R. Bond, K.C.M.G. ; Hon. Sir E. P. Morris, Kt. ; Hon. E. M. Jackman.

Certified true copy.

R. BOND,
Colonial Secretary.

It was moved and seconded that when the House rises it adjourn till Tuesday next, April 11th, at four o'clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, April 11th, 1905.

At fifteen minutes past four of the clock in the afternoon of this eleventh day of April, the names of the members present being taken down by the clerk, namely : the Hon. Minister of Justice, Minister of Public Works, Messrs. Blandford, Barnes, Cashin, Earle, Mackay, Morine and Moulton, Mr. Speaker declared the House adjourned for want of a quorum until to-morrow, Wednesday, the twelfth day of April, at four o'clock in the afternoon.

WEDNESDAY, April 12th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

Hon. Mr. Clift, (M.A.M.), from Jackson's Cove, on the subject of a road ;

Hon. Mr. Clift, (M.A.M.), from St. Patrick's, on the subject of a road ;

Mr. Morine, from Flat Island, on the subject of saw-mills ;

Mr. Morine, from Salvage, on the subject of saw-mills ;

Mr. Gushue, (M.P.W.), from Heart's Delight, on the subject of a road ;

Mr. Gushue, (M.P.W.), from Hant's Harbor, on the subject of a road.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to order, the Right Hon. Premier moved, seconded by the Hon. Minister of Justice, that the House resolve itself into Committee of the Whole on the Bill respecting Foreign Fishing Vessels, whereupon the House divided, and there appeared for the motion the Right Hon. Premier, the Hons. Minister of Justice, Minister of Finance and Customs, Minister of Agriculture and Mines, Minister of Marine and Fisheries, the Minister of Public Works, Messrs. Barnes, Bennett, Bonia, Carty Clapp, Davey, Dwyer, Earle, Ellis, Hutchings, Kent, Lloyd, Maddock, Martin, Miller, Oke, Roberts, Scott and Sullivan (25) ; and against it Messrs. Morine, Mackay, Chaplin, Blandford Moulton, and Cashin (6).

So it passed in the affirmative and ordered accordingly.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

Ordered accordingly, and that the Committee have leave to sit again on to-morrow.

The remaining order of the day was deferred.

Mr. Morine gave notice that he would on to-morrow ask the Hon. Minister of Finance and Customs to lay on the table of The House a copy of an order sent by

him to Outport Custom's Officials relative to clearance of vessels, boats, etc., with longers, pickets, etc.

Mr. Blandford gave notice that he would on to-morrow ask the Minister of Public Works to lay on the Table a copy of main line and local road board accounts for and in the vicinity of Old Perlican, for expenditure during the year 1904.

It was moved and seconded that when the House rises it adjourn till to-morrow, Thursday, at four o'clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, April 13th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

Mr. Gnshue (M.P.W.), from Trouty, on the subject of the fisheries.

Mr. Hutchings, from Grate's Gove, on the subject of the fisheries ;

Mr. Hutchings, from Flatrock, on the subject of a road ;

Mr. Davey, from Grand Bank, on the subject of the fisheries ;

Mr. Mackay, from Blomidon, on the subject of a wharf ;

Mr. Kent, from Bauline, on the subject of a road ;

Mr. Moulton, from Burnt Island, on the subject of coastal steam.

Mr. Martin, from Coomb's Cove, on the subject of a road ;

Mr. Martin, from Boxey, on the subject of breakwater ;

Mr. Maddock, from Carbonear, on the subject of a road ;

Mr. Miller, from Clarenville, on the subject of a road.

Ordered that these petitions be received, and referred to the departments to which they relate.

Pursuant to order, the House resolved itself into Committee of the Whole on the Bill respecting Foreign Fishing Vessels.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had passed the Bill with some amendment.

On the motion for the adoption of the report Mr. Morine moved in amendment, seconded by Mr. Mackay that a clause be inserted that "This Bill shall not go into operation until the signification of pleasure of His Majesty."

Whereupon the House divided and there appeared for the amendment—Messrs. Morine, Mackay, Moulton, Chaplin, Blandford and Cashin (6); and against it—Right Hon. the Premier, Hons. Minister of Justice, Minister of Finance and Customs, Minister of Marine and Fisheries, Minister of Agriculture and Mines, Hon. Mr. Shea, Minister of Public Works, Messrs. Barnes, Bennett, Bonia, Carty, Clapp, Davey, Dwyer, Earle, Ellis, Hutchings, Kent, Lloyd, Maddock, Martin, Oke, Roberts, Scott and Sullivan (24).

The original motion being then put was carried by a like division and it was ordered accordingly, and that the Bill be read a third time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the bill to provide for the Protection of Woods against Fires was read a first time and ordered to be read a second time on to-morrow.

The Right Hon. the Premier laid on the table of the House the accounts of the St. John's Municipal Council for 1904.

Mr. Mackay gave notice that he would, on to-morrow, ask the Minister of Public Works to lay on the table of the House a detailed statement of the expenditure made by the Road Board at Port-de-Grave during the year 1904.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, April 14th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Hon. Henry Gear, a member returned for the district of Burin, having taken and subscribed the oath of allegiance before the Hon. George Skelton, one of the duly appointed Commissioners, took his seat accordingly.

Petitions were presented by :—

Mr. Roberts, from Tilt Cove, on the subject of a road ;

Mr. Roberts, from Friday Bay, on the subject of a road ;

Mr. Roberts, from Cobb's Arm, on the subject of a wharf ;

Mr. Hutchings, from Freshwater, on the subject of fishery laws ;

Mr. Hutchings, from Freshwater, on the subject of whale fishery ;

Mr. Gushue (M.P.W.), from New Perlican, on the subject of whale fishery ;

Mr. Earle, from Joe Bat's Arm (2), on the subject of a road ;

Mr. Kent, from Pouch Cove, on the subject of fishery laws ;

Mr. Cashin, from Cape Broyle, on the subject of fishery laws ;

Mr. Davey, from Grand Bank, on the subject of fishery laws ;

Mr. Martin, from St. John's Bay, on the subject of a road ;

Ordered that these petitions be received, and referred to the departments to which they relate.

The Hon. Minister of Agriculture and Mines laid upon the table of the House the following statements :

Report of the Minister of Agriculture and Mines, 1903-4 ;

Report of the Board of Agriculture ;

Return of Crown Lands Grants ;

Return of Licenses to cut Timber ;

Return of licenses of mill-sites and water powers ;

Return of leases of slate quarries ;

Return of mining licenses ;

Return of 99-year mining-leases ;

Return of fee-simple mining grants,

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, it was ordered that Supply be granted to His Majesty.

Pursuant to order, and on motion, the Bill entitled "An Act Respecting Foreign Fishing Vessels" was read a third time and passed, and it was ordered that it be engrossed and sent to the Legislative Council, with a message requesting their concurrence in its provisions.

Pursuant to order the Hon. Minister of Agriculture and Mines moved, seconded by the Right Hon. the Premier, that the bill for the Protection of Woods against Fires be now read a second time. Whereupon the House divided and there appeared for the motion the Hon. Minister of Agriculture and Mines, Right Hon. the Premier, Hons. Minister of Justice, Minister of Finance and Customs, Minister of Marine and Fisheries, the Minister of Public Works, Messrs. Barnes, Bennett, Bonia, Carty, Clapp, Davey, Ellis, Hutchings, Kent, Lloyd, Maddock, Martin, Miller, Roberts and Sullivan (21) ; and against it—Messrs. Morine, Mackay, Moulton, Chaplin, Blandford and Cashin (6).

So it passed in the affirmative ; and it was ordered accordingly, and that the Bill be referred to a committee of the Whole House on to-morrow.

The Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, ask leave to move the House into Committee of the Whole on Supply.

Mr. Morine gave notice that he would, on to-morrow, ask leave to ask the Minister of Public Works for a statement of the expenditure in 1904 by the Road Boards of Tilton and Spaniard's Bay. Also : ask the Minister of Public Works to lay on the table of the House a statement of the expenditure on local roads at New Harbor, Trinity Bay, 1904.

Mr. Morine gave notice that he would, on to morrow, ask leave to introduce a Bill to Regulate the Prosecution of Labrador Fishery by steam vessels.

It was moved and seconded that when the House rises it adjourn till Tuesday next, April 18th, at four o'clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, April 18th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

Hon. Mr. Dawe, (M.M.F.), from Upper Island Cove, *re* telegraphs ;

Mr. Roberts, from Sandy Cove, on the subject of a road ;

Mr. Roberts, from Purcell's Harbor, on the subject of a road ;

Mr. Roberts, from Meriots Harbor, on the subject of a road ;

Mr. Roberts, from Chance Harbor, on the subject of a bridge ;

Mr. Kent, from Middle Cove, on the subject of a launchway ;

Mr. Gushue, (M.P.W.), from South Shore, T.B., *re* the fisheries ;

Mr. Gushue, (M.P.W.), from New Harbor, on the subject of a bridge ;

Mr. Gushue, (M.P.W.), from Random Island, on the subject of a road ;

Mr. Mackay, from North River, on the subject of a breakwater ;

Mr. Mackay, from Black Duck Brook, on the subject of a road ;

Mr. Miller, from Trinity, on the subject of a road ;

Mr. Carty, from Port-au-Port, on the subject of the fisheries.

Ordered that these petitions be received, and referred to the departments to which they relate.

The Hon. Minister of Finance and Customs laid on the Table of the House the Report of the Comptroller and Auditor General on expenditures under Sec. 33 (b) of the Audit Act, from March 1st, 1904 to February 28th, 1905, and the Report of the Comptroller and Auditor General on the accounts of the St. John's Municipal Council, for the year ended 31st December, 1904.

Pursuant to notice, and on motion of Mr. Morine, the Bill entitled "An Act to prohibit the prosecution of the Labrador Fishery in steam vessels," was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill for the Protection of Woods against Fires.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

The Right Hon. the Premier gave notice that he would, on to-morrow, ask leave to move the House into Committee of the Whole to consider certain resolutions respecting a contract entered into between the Government and Messrs. Harmsworth relating to the manufacture of wood pulp and paper.

The Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce

An Act respecting Cables and Telegraphs ;

An Act to amend the Election Act, 1889, and

An Act to amend Cap. 2 of the Consolidated Statutes, entitled Of the Representation in the House of Assembly and the Powers and Privileges thereof.

Mr. Morine gave notice that he would, on to-morrow, ask leave to ask the Right Hon. the Premier to lay on the table of the House (1) Copies of all correspondence concerning the Hay-Bond Treaty, so called, not submitted in previous sessions ; (2) To lay on the table copies of all agreements and correspondence between the Government or any department thereof, and the Harmsworth Brothers, Limited, or their agent or representative ; (3) A copy of the opinion of the law officers of the Crown (British) in reference to the Bowring Coastal Contract, 1904, together with all correspondence and documents concerning the same.

It was moved and seconded that when the House rises it adjourn till to-morrow, Wednesday, April 19th, at four o'clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, April 19th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Hon. Mr. Clift, (M.A.M.), presented a petition from residents of Waldron's Cove, on the subject of a launchway.

Ordered that this petition be received and referred to the department to which it relates.

The Right Hon. the Premier laid on the Table of the House the report of the Internal Economy Commission of the Legislature.

Pursuant to notice, and on motion of the Hon. Minister of Justice, the Bills entitled

“ An Act respecting Cables and Telegraphs ;

“ An Act to amend the Election Act 1889 ;” and

“ An Act to amend the Representation Act.”

were introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, the House resolved itself into Committee of the Whole on the Bill for the Protection of Woods against Fires.

Mr. Speaker left the chair.

Mr. Barnes took the chair of Committee.

Mr. Speaker resumed the chair.

The Chairman reported from the Committee that they had considered the matter to them referred, and made some progress, and asked leave to sit again.

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

Pursuant to order, and on motion, the Bill to regulate the Prosecution of the Labrador Fishery in Steam Vessels was read a second time and referred to the following Select Committee : Mr. Morine, Mr. Mackay, Hon. Minister of Justice, Hon. Minister of Marine and Fisheries, Mr. Earle, Mr. Moulton and Mr. Bonia.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House that they had passed the Bill sent up, entitled “ An Act respecting Foreign Fishing Vessels,” without amendment.

The Hon. Minister of Finance and Customs, by command of His Excellency the Governor, laid on the table of the House certain Estimates of “ Supply ” for the Public Service for 1905-6.

The Right Hon. the Premier laid on the table of the House

The Annual Statement of the Mutual Life Ins. Co. of New York for 1904 ;

The Annual Statement of the Equitable Life Ins. Co. of New York for 1904 ;

The Annual Statement of the Mutual Life Ins. Co. of Canada for 1904.

The remaining orders of the day were deferred.

It was proposed and seconded that when the House rises it adjourn till Tuesday next, April 25th, at four o'clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, April 25th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

Mr. Earle, from Ladle Cove, on the subject of a wharf ;

Mr. Earle, from Change Islands, on the subject of coastal steam ;

Mr. Earle, from Joe Bats Arm, on the subject of coastal steam ;

Hon. Mr. Clift, (M.A.M.), from Twillingate, *re* the Labrador fishery ;

Hon. Mr. Clift, (M.A.M.), from Farmer's Arm, *re* the Labrador fishery ;

Hon. Mr. Clift, (M.A.M.), from Little Burnt Bay, on the subject of a road ;

Hon. Mr. Clift, (M.A.M.), from Triton, on the subject of a well ;

Hon. Mr. Clift, (M.A.M.), from Salt Pond, on the subject of a road ;

Hon. Mr. Clift, (M.A.M.), from North West Arm, on the subject of a wharf ;

Hon. Mr. Clift, (M.A.M.), from Cutwell Harbor, on the subject of a wharf ;

Mr. Hutchings, from Old Perlican, on the subject of a road ;

Mr. Hutchings, from Flat Rock, on the subject of a road ;

Mr. Hutchings, from Bison Cove, on the subject of a road ;

Mr. Carty, from St. George's, on the subject of crown lands ;

Mr. Kent, from Pouch Cove, on the subject of the whale fishery ;

Mr. Martin, from Hermitage Bay, on the subject of fishery laws ;

Mr. Martin, from Seal Cove, on the subject of a bridge ;

Mr. Martin, from Anderson's Cove, on the subject of a breakwater ;

Mr. Lloyd, from Trinity East, on the subject of Labrador fishery ;

Mr. Gushue, (M.P.W.), from Heart's Content, *re* the Labrador fishery ;

Mr. Gushue, (M.P.W.), from Heart's Content, *re* a public building ;

Mr. Gushue, (M.P.W.), from Random, on the subject of the whale fishery ;

Right Hon. Premier, from Herring Neck, *re* the Labrador fishery.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole on Supply.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred and adopted certain resolutions, and asked leave to sit again.

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

Pursuant to order, the House resolved itself into committee of the Whole on the Bill for the Protection of Woods against Fires.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

The remaining orders of the day were deferred.

The Right Hon. the Premier laid on the table of the House the Annual Statement of the Canada Life Assurance Co. for 1904.

It was moved and seconded that when the House rises it adjourn till tomorrow, at four o'clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, April 26th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

Hon. Mr. Jackman (M.F.C.), from Trepassey, on the subject of a road ;

Mr. Moulton, from Grand Bruit, on the subject of a breakwater ;

Mr. Hutchings, from Perry's Cove, on the subject of whale fishery ;

Mr. Hutchings, from Island Cove, on the subject of whale fishery ;

Mr. Hutchings, from Old Perlican, on the subject of whale fishery ;

Mr. Earle, from Fogo, on the subject of crown lands ;

Rt. Hon. the Premier, from Roberts' Arm, on the subject of a road ;

Rt. Hon. the Premier, from Nick's Nose Cove, on the subject of a wharf ;

Rt. Hon. the Premier, from Black Island, on the subject of a ferry ;

Rt. Hon. the Premier, from Farmer's Arm, on the subject of a road ;

Rt. Hon. the Premier, from Boyd's Cove, on the subject of a road ;

Rt. Hon. the Premier, from Roberts' Arm, on the subject of bay steam ;

Rt. Hon. the Premier, from Moreton's Harbor, on the subject of telegraphs ;

Rt. Hon. the Premier, from Fortune Harbor, on the subject of a wharf ;

Rt. Hon. the Premier, from Friday's Bay, on the subject of a road ;

Rt. Hon. the Premier, from Lush's Bight, on the subject of a road ;

Rt. Hon. the Premier, from Newtown, on the subject of a road ;

Mr. Morine, from Squid Tickle, on the subject of a ferry ;

Mr. Morine, from Loo Cove, on the subject of a ferry ;

Mr. Morine, from Gambo, on the subject of a wharf ;

Mr. Morine, from Newtown, on the subject of a bridge ;

Mr. Chaplin, from Keels, on the subject of fishery laws.

Ordered that these petitions be received, and referred to the departments to which they relate.

The resolutions adopted in committee of Supply on the 25th April, instant, were reported, read a second time, and agreed, as follows :

Relief of Poor (Public Charities).....		\$142,792.00
Charitable Societies do		7,972.00
Lunatic Asylum do		32,104.00
General Hospital do		19,685.00
Poor Asylum do		13,086.00
Public Health do		7,452.00
Lazaretto do		1,900.00
Lighthouses, etc. (Lighthouses)		66,480.50

Pursuant to order, the House resolved itself into Committee of the Whole on the Bill for the Protection of Woods against Fires.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

Ordered that this report be received and that the Bill be read a third time on to-morrow.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had made some progress, and asked leave to sit again.

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

The remaining orders of the day were deferred.

Mr. Morine gave notice that he would, on to-morrow, ask the Right Hon. the Premier (1) for a statement concerning the present position of negotiations concerning the regulations under the Anglo-French treaty, 1904, and for all correspondence and documents in relation to the same; (2) if a pension has been allowed to Lawrence Mackey, of Carbonear, ex school-teacher; if so, how much, and by what authority, and for a copy of any minute and all correspondence relating to the same.

It was moved and seconded that when the house rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, April 27th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Mr. William Winsor, a member returned for the district of Bay-de-Verde, having taken and subscribed the oath of allegiance before Hon. J. S. Pitts, one of the duly appointed commissioners, took his seat accordingly.

Petitions were presented by :—

Hon. Mr. Gear, from residents of Flat Islands on the subject of whale fishery ;

Hon. Mr. Clift, (M.A.M.), from the residents of Springdale, *re* roads ;

Hon. Mr. Clift, (M.A.M.) from the residents of St. Patrick's, *re* roads ;

Mr. Maddock, from the residents of Victoria Village, *re* roads ;

Mr. Maddock, from the residents of Carbonear, on the subject of roads ;

Mr. Earle, from the residents of Cat Harbor, on the subject of roads ;

Mr. Earle, from the residents of Barred Islands, on the subject of roads ;

Mr. Moulton, from the residents of Rencontre, *re* whale fishery ;

Mr. Moulton, from the residents of Francois, on the subject of whale fishery ;

Mr. Moulton, from the residents of Cul-de-Sac, *re* whale fishery ;

Mr. Moulton, from the residents of Cape-La-Hune, *re* whale fishery.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to the order of the day, and on motion, the Bill entitled " An Act to provide for the Protection of Woods against Fires and for other purposes" was read a third time and passed, and it was ordered that it be engrossed and sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to notice, and on motion of the Right Hon. the Premier, the House resolved itself into Committee of the Whole to consider resolutions in reference to the confirmation of a contract with the Anglo-Newfoundland Development Company.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered Resolutions to them referred and adopted the same without amendment ; and recommended introduction of a Bill to give effect thereto.

On the motion for the adoption of the said report Mr. Morine moved an amendment, seconded by Mr. Mackay, that these words be added :

" Despite anything in these Resolutions or the Schedule thereto, it shall be lawful for all persons to hunt, shoot, or fish on any part of the demised premises, and for such purpose to cross and recross the said premises, wherever and whenever necessary, subject only to the laws of the Colony or regulations made thereunder."

Whereupon the House divided, and there appeared for the amendment—Messrs. Morine, Mackay, Moulton, Chaplin and Winsor (5) ; and against it—Right Hon. the Premier, Hons. Minister of Justice, Minister of Finance and Customs, Minister of Marine and Fisheries, Minister of Agriculture and Mines, Hon. Mr. Gear, Minister of Public Works, Messrs. Barnes, Bennett, Bonia, Carty, Clapp, Davey, Earle, Hutchings, Kent, Lloyd, Maddock and Roberts (19).

So it passed in the negative and the original motion being put was carried in the affirmative on a like division, and it was ordered accordingly.

The Bill entitled "An Act to encourage the manufacture of pulp and paper in this Colony" was read a first time and ordered to be read a second time on to-morrow.

It being now midnight, Friday, April 28th, 1905,

The remaining orders of the day were deferred.

Mr. Morine gave notice that he would, on to-morrow, ask the Right Hon. Colonial Secretary (1) if any pledge has been given, or Minute of Council, or of Committee of Council been made in relation to the appointment of T. J. Murphy, now Deputy Minister of Justice, to the position of High Sheriff of the Colony, and, if so, to lay on the table of the House a copy of such Minute; also for a copy of any Minute of Council, and Minute or Resolution of the Governors of the Savings Bank, and of all correspondence in relation to the appointment of L. O'B. Furlong as Cashier of the Savings Bank, and a retiring allowance to Hon. Sir E. D. Shea; also for a copy of the last Annual Report of the Savings Bank; (2) to lay on the table of the House a copy of the plan annexed to the agreement between the Government and the Anglo-Newfoundland Development Company; (3) to lay on the table of the House a copy of the memorandum and articles of Association of the Anglo-Newfoundland Development Company, Limited, with a statement of the names of the shareholders, number of shares held by each, and the amounts paid upon such shares; (4) if a temporary loan was obtained in 1902 to pay a portion of the Railway Arbitration Award; if so, from what Bank, at what rate of interest, and if it has been repaid and when; also, what amount of money is now to the credit of the Colony in the reserve account at the Bank of Montreal; also a statement of the total cost of Court House in St. John's.

Mr. Mackay gave notice that he would, on to-morrow, ask the Hon. Minister of Justice to lay on the table of the House all correspondence that has passed between His Majesty's Government and that of this Colony on the subject of taking possession of the Telegraph Lines in this Island and cables connected with the same.

It was moved and seconded that when this House rises it adjourn till this afternoon at four o'clock.

The House then adjourned accordingly.

FRIDAY, April 28th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

- Mr. Roberts, from residents of Twillingate, on the subject of a road ;
Mr. Bonia, from the residents of Dunville, on the subject of a road ;
Mr. Gushue, (M.P.W.), from the resident of Old Shop, *re* a road ;
Mr. Gushue, (M.P.W.), from the residents of Catalina, *re* a road ;
Mr. Gushue, (M.P.W.), from the residents of Clarenville, *re* a road ;
Mr. Gushue, (M.P.W.), from the residents of Little Catalina, *re* a bridge ;
Mr. Gushue, (M.P.W.), from the residents of New Perlican, *re* a road ;
Mr. Gushue, (M.P.W.), from the residents of Elliston, *re* a road ;
Mr. Gushue, (M.P.W.), from the residents of Ragged Harbor, *re* a road ;
Mr. Moulton, from the residents of Rose Blanche, on the subject of a wharf ;
Mr. Earle, from the residents of Rocky Bay, *re* a post office ;
Mr. Earle, from the residents of Rocky Bay, on the subject of telegraphs ;
Mr. Gushue, (M.P.W.), from the residents of Heart's Content, *re* whale fishery ;
Mr. Gushue, (M.P.W.), from the residents of Heart's Delight, *re* whale fishery ;
Mr. Hutchings, from the residents of Northern Bay, *re* a fence.

Ordered that these petitions be received, and referred to the departments to which they relate.

Pursuant to order, the House resolved into Committee of the Whole on Supply.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred and adopted certain resolutions, and asked leave to sit again.

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

Pursuant to order, and on motion, the Bill entitled "An Act respecting Telegraphs" was read a second time and ordered to be referred to Committee of the Whole House on to-morrow.

Pursuant to order, and on motion, the Bill entitled "An Act to encourage the manufacture of pulp and paper in this Colony" was read a second time, there appearing for the motion the Right Hon. Premier, Hons. Minister of Justice, Minister of Finance and Customs, Minister of Marine and Fisheries, Minister of Agriculture and Mines, Hon. Mr. Gear, Minister of Public Works, Messrs. Barnes, Bennett, Bonia, Carty, Clapp, Davey, Earle, Hutching, Kent, Lloyd, Maddock and Roberts (19); and against it—Messrs. Morine, Mackay, Moulton, Chaplin and Winsor (5). And it was ordered that it be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Hon. Minister of Finance gave notice that he would, on to-morrow, ask leave to move the House into Committee of the Whole to consider certain resolutions with respect to the raising of a loan upon the credit of the Colony; also to ask leave to introduce a Bill in respect to the form of the payment of interest on the debentures of the Colony.

Mr. Morine gave notice that he would, on to-morrow, ask the Right Hon. Colonial Secretary if any communication has recently taken place with the Anglo-Newfoundland Development Co., or its directors, officers or representatives, in relation to rights of fishing, etc., on the premises proposed to be leased to said Company, and, if so, to lay on the Table a copy of such communication.

Mr. Mackay gave notice that he would, on to-morrow, ask the Right Hon. Colonial Secretary for a copy of the letter recently received from R. G. Reid, Montreal, with reference to the sale of his interests in the Colony.

Mr. Moulton gave notice that he would, on to-morrow, ask the Minister of Agriculture and Mines for a copy of James P. Howley's report on coal development work last year.

It was moved and seconded that when the House rises it adjourn until Tuesday, May 2nd, at four o'clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, May 2nd, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by : —

Mr. Gushue (M.P.W.), from Heart's Content, on the subject of a harbor ;

Mr. Gushue (M.P.W.), from Scilly Cove, on the subject of a road ;

Mr. Gushue (M.P.W.), from Hant's Harbor, on the subject of a road ;

Mr. Morine, from Tickle Cove, on the subject of a road.

Ordered that these petitions be received, and referred to the departments to which they relate.

The resolutions adopted in Committee of Supply on the 28th April past, were reported, read a second time and are as follows :

Government House	(Civil Government).....	\$2,520.00
Dept. Colonial Secretary	do	8,340.00
Dept. Justice	do	2,556.00
Dept. Finance	do	2,550.00
Dept. Agriculture and Mines	do	10,750.00
Dept. Marine and Fisheries	do	11,082.00
Dept. Public Works	do	10,050.00
Dept. Auditor General	do	1,450.00
Contingencies	do	33,575.00
Public Buildings	do	21,650.00
Salaries, St. John's	(Customs)	49,352.12
Salaries, Outports	do	53,701.00
Revenue Protection	do	6,290.00

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred and adopted certain resolutions, and asked leave to sit again.

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

Pursuant to order, on motion, the House resolved itself into committee of the whole on the Bill respecting Telegraphs.

Mr. Speaker left the chair.

Mr. Barnes took the chair of Committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred and passed the same with some amendments.

Ordered that this report be received, and the Bill read a third time on to-morrow.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill to encourage the manufacture of pulp and paper in this Colony.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that during the debate the Hon. Minister of Finance and Customs had used certain words with respect to the hon. member for Bonavista, Mr. Morine, which the said hon. member had requested to be taken down, and reported to the House, that is to say "that the hon. member for Bonavista was the boss of a combine to get lands from this country."

Whereupon the Hon. Minister of Finance and Customs explained that he had not used the words in an unbecoming or objectionable sense and withdrew the same.

Mr. Speaker then left the chair.

Mr. Barnes took the chair of committee.

Mr. speaker resumed the chair.

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

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

The remaining orders of the day were deferred.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, May 3rd, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

Mr. Gushue, (M.P.W.), from the residents of Elliston, *re* whale fishery ;

Mr. Gushue, (M.P.W.), from the residents of Elliston, *re* telegraphs ;

Mr. Carty, from the residents of Port-au-Port, *re* fishery laws ;

Mr. Carty, from the residents of Bay of Islands, *re* whale fishery ;

Mr. Carty, from the residents of Robinsons Head, *re* whale fishery ;

Mr. Hutchings from the residents of Flat Rock, *re* whale fishery ;

Mr. Clift, from the residents of Twillingate, on the subject of a road ;

Mr. Clift, from the residents of Norris Arm, on the subject of a road ;

Mr. Lloyd, from the residents of New Harbor, on the subject of a harbor ;

Mr. Lloyd, from the residents of New Harbor, on the subject of a road ;

Mr. Lloyd, from the residents of S. W. Arm, *re* whale fishery ;

Mr. Lloyd, from the residents of Snooks Harbor, *re* telegraphs.

Ordered that these petitions be received and referred to the departments to which they relate.

The resolutions adopted in Committee of Supply on the 2nd May, instant, were reported, read a second time, and, are as follows :

Premium and management	(Public Debt)	\$12,000.00
Roads, Ferries and Railways ..	.....	173,542.00
Legislative Council	(Legislation).....	6,570.00
House of Assembly	do	19,670.00
General	do	5,125.00

The Hon. Minister of Finance and Customs laid upon the Table of the House copies of reports by Mr. J. P. Howley, F.G.S., "on Exploration and boring operations in the Central Carboniferous Basin near Grand Lake, 1904," and, "on the Mineral Statistics of the Island, for the calendar year 1904."

The Hon. Minister of Finance and Customs laid on the table of the House the Report of the Comptroller and Auditor General on the Revenue and Appropriation Accounts, 1903-4.

Pursuant to order, and on motion, the Bill entitled "An Act respecting Telegraphs" was read a third time and passed, and it was ordered that it be engrossed and sent to the Legislative Council with a message requesting their concurrence in its provisions.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred and passed certain resolutions, and asked leave to sit again.

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

Pursuant to order, the House resolved itself into Committee of the Whole on the Bill to encourage the manufacture of pulp and paper in this Colony.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred, and passed the Bill with some amendment.

On motion for the adoption of the report, Mr. Morine moved in amendment, seconded by Mr. Mackay :—

"Nothing in the said lease shall prevent or debar any person domiciled in this Colony, from cutting or using any trees or timber on the demised premises for the bona fide purpose of the fisheries, for building vessels, for poles, for erecting flakes, for fencing and for firewood, and such like purposes."

Whereupon the House divided, and there appeared for the amendment—Messrs. Morine, Mackay, Chaplin and Moulton (4) ; and against it—The Right. Hon. the Premier, Hons. Minister of Justice, Minister of Marine and Fisheries, Minister of Finance and Customs, Minister of Agriculture and Mines, Hon. Mr. Gear, Messrs. Barnes, Bennett, Clapp, Earle, Ellis, Hutchings, Lloyd, Maddock, Miller, Scott, Sullivan (17).

So it passed in the negative and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

After “machinery” in Sec. 4, add “Of a kind, description, or character, not being manufactured in this Colony at the time of its importation.”

Which passed in the negative in a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

“The mills, mill yards, and yard facilities, and water works connected with the mills of the Company shall be free from Municipal taxation.”

Which passed in the negative by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

“It shall not be necessary for any person domiciled in this Colony to employ any Assistant Fire Warden, or any other person in the employ of the lessee when passing to and fro on the demised premises.”

Which passed in the negative, by a like division and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

“It shall be lawful for any person to pass and repass to and fro over all the lakes, ponds, rivers, and streams, within the demised premises; and to maintain thereon for use in such travelling any kind of vessel or boat, propelled by wind, steam, or other power.”

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

“Pending the construction of suitable roads it shall be lawful for any person domiciled in this colony, or for any other person, when accompanied by a person domiciled in this Colony, to cross and recross the demised premises, in any direction, in travelling from any point in the Colony to any other point therein.”

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

“The return mentioned in Sec. 9 of the schedule herein shall be verified on oath by a principal officer of the Company.”

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Kackay :—

“ For the purpose explained in Sec. 8 of the Schedule herein the Auditor General shall have power to examine the books of account, and documents, and vouchers of the Company, and to summon and examine witnesses on oath.”

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

“ Provided that it shall not be necessary for a tourist exercising these rights or privileges to employ a Fire Warden, as a guide, if he be accompanied by any guide domiciled in the Colony.”

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

“ The land to which the Company shall be entitled under the provisions of Sec. 10 of the Schedule herein shall not be granted in blocks larger than two square miles in area, or not adjoining blocks making more than two square miles in area in all.”

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

“ The right of the Crown to grant to the holder now or hereafter of any property, the use of the water power, on the Exploits River necessary to, or convenient in the utilization of such property shall not be affected by anything herein, or in the Schedule hereto, except in relation to such water power as the lessee may within four years of the date hereof select for the use of a pulp mill about to be erected.”

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

“ All laws of the Colony or regulations thereunder either now in force, or made hereafter for the protection of animals, birds, and fish, shall apply within the demised premises, and to all persons acting in pursuance of any rights of the Company, as to all animals, birds, and fish therein, as fully and completely as upon Crown Lands, or elsewhere in the Colony.”

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

“ It shall be lawful for any person to prospect over the demised premises for

minerals, as such person may now prospect over Crown Lands ; and upon discovering minerals, the finder may proceed to locate and define the same as he may now do upon Crown Lands ; and after which such location shall be entitled to a license, lease or grant, from the Crown, precisely as if the location were on the lands in the possession of the Crown."

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

"Whenever a public road shall have been constructed in any part of the demised premises, the soil thereunder shall become public property, and any person or persons may take trees, and wood from the demised premises for the making of roads, bridges, or public works, by, or on behalf of the Government of Newfoundland, the authority of the Minister of Agriculture and Mines having been first obtained."

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

"It shall not be lawful for the Governor-in-Council to permit the exportation from the Colony of any trees, logs or timber cut on the demised premises unless and until the same shall have been converted into paper or pulp or the products or by products of the same, or sawn timber.

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

"It shall not be lawful for the Lessee to exercise the rights or powers conferred on it by Sec. 11 of the Schedule hereto, except such exercise be necessary to, and connected with the development or transportation of the natural products of the premises here demised."

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

"It shall be lawful for any person to enter at any time upon the said demised premises, or upon any land granted under the provisions of Sec. 10 of the Schedule hereto, and to carry on trade, or barter thereon without let or hindrance, by the said Company ; and if any person shall at any time require a site on the said demised premises or land for a shop or store, to be used in the transaction of such business, trade, or barter, the Governor-in-Council shall permit such person to enter and take lands for such site, and the purchase money or compensation to be paid shall be awarded by arbitra-

tion in the manner provided by Sec. 55 of the Crown Lands Act ; Provided that the site shall not be located so as to interfere with the actual work of any mill or mine of the Company, or any transport facilities in connection therewith."

Which passed in the negative, by a like division, and was ordered accordingly,

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

" After deducting therefrom a dividend of ten per cent. on the amount of cash capital paid up by the shaseholders of the Company, one half of the profits of the Company derived from its operations on the demised premises shall be paid each year to the Government, for the use of the Colony."

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

" The Government may, after the first day of May, A.D. 1930, purchase the right of the Company in the demised premises, and in connection therewith, as a going concern, giving the Company twelve months notice of their intention to do so, and in such case the value of the said rights shall be appraised by three arbitrators, one appointed by the Government, one by the Company, and the third by the two so appointed, or in default by the Supreme Court ; and the award of any two arbitrators shall be final. Anticipated profits shall not be the subject of compensation."

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

" If a pulp mill be not in course of erection on or in connection with the demised premises, within three years of this enactment, or completed within five years, or if one such pulp mill be not effectively worked during six months at least in each year after the completion, the rights of the Lessee in the demised premises shall forthwith terminate ; and the premises revert to the Possession of the Crown. " Effective working " hereunder shall include the expenditure of not less than two hundred thousand dollars per year in payment for manual labor in operating said mill, and in cutting and transporting pulp wood thereto."

Which passed in the negative, by a like division, and was ordered accordingly.

Mr. Morine then moved in amendment, seconded by Mr. Mackay :—

" The expenditure required by Sec. 12 of the Schedule hereto shall be wholly in payment for labor in this Company, and shall not in any one year be less than five thousand dollars."

Which passed in the negative, by a like division, and was ordered accordingly

The original motion being then put, was in the affirmative by a like division, and it was ordered that the Bill be read a third time on to-morrow.

On motion of the Hon. Minister of Justice the Bill to amend the Representation Act was ordered to be discharged.

The remaining order of the day was deferred.

Mr. Mackay gave notice that he would, on to-morrow, ask the Rt. Hon. the Premier to lay on the table of this House the earnings of the different Postal Telegraph Offices (excluding tolls due other lines) for the six months (month by month) up to and ending on the 31st March last.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, May 4th, 1905.

At fifteen minutes past four of the clock on this fourth day of May, the names of the members present being taken down by the clerk, namely, the Minister of Public Works, Messrs. Barnes, Hutchings, Moulton and Oke, Mr. Speaker declared the House adjourned, for want of a quorum, until to-morrow, Friday, the fifth day of May, at four o'clock in the afternoon.

FRIDAY, MAY 5th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

Mr. Earle, from Dog Bay, on the subject of a road ;

Mr. Earle, from Bar'd Island (2), on the subject of a road ;

Mr. Earle, from Fogo, on the subject of a road ;

- Mr. Earle, from Change Island, on the subject of a well ;
- Mr. Kent, from Bell Island, on the subject of a wharf ;
- Mr. Kent, from Portugal Cove, on the subject of a road ;
- Mr. Kent, from Middle Cove, on the subject of a road ;
- Mr. Kent, from Quidi Vidi, on the subject of a road ;
- Mr. Kent, from Flatrock, on the subject of a telephone ;
- Mr. Clapp, from Goose Cove, on the subject of a road ;
- Mr. Maddock, from Carbonear, on the subject of a bridge ;
- Mr. Maddock, from Carbonear, on the subject of a road ;
- Mr. Lloyd, from Norman's Cove, on the subject of whale fishery ;
- Mr. Lloyd, from Trinity, on the subject of Labrador fishery ;
- Mr. Morine, from Keels, on the subject of whale fishery ;
- Mr. Morine, from Greenspond, on the subject of whale fishery ;
- Mr. Morine, from Wesleyville (2), on the subject of Labrador fishery ;
- Mr. Morine, from Pool's Island, on the subject of Labrador fishery.

Ordered that these petitions be received and referred to the departments to which they relate.

The Right Hon the Premier laid on the table of the House the Report of the Postmaster General for the year ending June 30th, 1904.

The Resolutions adopted in Committee of Supply on the 3rd of May, inst., were reported, read a second time and are as follows :—

Administration of Justice.....	\$140,905.33
Marine and Fisheries	54,740.00
Postal and Telegraphs.....	350,014.68

Pursuant to notice and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole on Resolutions in respect to the form of payment of interest on debentures of the Colony.

Mr. Speaker left the chair.

Mr. Barnes took the chair of Committee.

Mr. Speaker resumed the chair.

The chairman reported from the Committee that they had passed the resolutions with some amendments and recommended the introduction of a Bill to give effect thereto.

Ordered that this report be received, and the Bill read a first time, and that it be read a second time on to-morrow.

Pursuant to order, and on motion, the bill entitled "An Act to encourage the manufacture of pulp and paper in this Colony," was read a third time and passed, and it was ordered that it be engrossed and sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the Bill to amend the Election Act was read a second time and referred to the following Select Committee: Hon. Minister of Justice, Right Hon. Premier, Hon. Minister of Finance and Customs; Messrs. Morine, Kent, Lloyd, Mackay, and Minister of Agriculture and Mines.

It was moved and seconded that when the House rises it adjourn till Tuesday next, May 9th, at four o'clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, May 9th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by:—

Mr. Oke, from residents of Goddenville, on the subject of a constable;

Mr. Gushue (M.P.W.), from residents of Trinity, on the subject of a wharf;

Mr. Earle, from residents of Musgrave Harbor, on the subject of a road;

Mr. Earle, from residents of Change Islands, on the subject of telegraphs;

Mr. Moulton, from residents of Channel, on the subject of whale fishery;

Mr. Moulton, from residents of Channel, on the subject of a road;

Mr. Moulton, from residents of Channel, on the subject of a wharf.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to order, and on motion, the Bill entitled "An Act respecting Certain Loans upon the Credit of the Colony and for other purposes," was read a second time and ordered to be referred to a Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

The Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce an act to amend the law relating to cruelty to animals.

The Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, (1) move the House into Committee of the Whole to consider certain resolutions with respect to the raising of a loan upon the credit of the Colony, and (2) to ask leave to introduce a bill to amend "Customs Act, 1898."

Mr. Chaplin gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the table (1) a copy of a letter received from Mr. Josiah Stone containing charges against Mr. William F. Hamlin whilst he occupied the position of Telegraph Operator and Postmaster at Port Blandford; and (2) a copy of the report of Superintendent Sullivan upon an investigation made by him concerning the same, and a copy of all other correspondence connected with the matter.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, May 10th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by:—

Mr. Chaplin, from Shoal Harbor, on the subject of a bridge;

Mr. Chaplin, from Open Hall, on the subject of a road;

Mr. Chaplin, from Keels, on the subject of a road;

Mr. Chaplin, from Tickle Cove, on the subject of a road;

Mr. Mackay, from Brigus, on the subject of whale fishery;

Hon. Mr. Gear, from Burin, on the subject of whale fishery;

Hon. Mr. Dawe, (M.M.F.), from Tilton, on the subject of a road;

Mr. Gushue, (M.P.W.), from White Rock, on the subject of Labrador fishery ;

Mr. Moulton, from Burnt Island, on the subject of a ferry ;

Mr. Moulton, from Rose Blanche, on the subject of a bridge ;

Mr. Earle, from Fogo, on the subject of whale fishery ;

Mr. Earle, from Fogo, on the subject of Labrador fishery ;

Mr. Clapp, from Flower's Cove, on the subject of postal salary.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to notice and on motion of the Hon. Minister of Justice, the Bill to amend the law relating to cruelty to animals was introduced and read a first time and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill respecting certain loans upon the credit of the Colony and for other purposes.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the Committee that they had considered the matter to them referred and passed the Bill without amendment.

Ordered that this report be received, and that the Bill be read a third time on to-morrow.

The remaining orders of the day were deferred.

Mr. Morine gave notice that he would, on to-morrow, ask the Hon. Minister of Justice if a prosecution or inquiry concerning an alleged misappropriation of road money was at one time begun against Josiah Stone, of Port Blandford ; and if so, what was the result, and what is the present condition of the affair.

Mr. Mackay gave notice that he would, on to-morrow, ask the Minister of Public Works to lay on the table of the House accounts of monies expended by W. H. Jerrett in 1903-04 in the staking and railing the main road at Clarke's Beach ; also, particulars of expenditure by the same on a public well at Clarke's Beach.

Mr. Moulton gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary for a detailed statement of expenses in connection with the smallpox outbreak and quarantine regulations at Channel last year.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, May 11th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

Hon. Mr. Dawe, (M.M.F.), from Harbor Grace, *re* street lighting ;

Mr. Gushue, (M.P.W.), from Heart's Content, *re* street lighting ;

Mr. Maddock, from Carbonear, on the subject of street lighting ;

Mr. Earle, from Fogo, on the subject of a wharf ;

Mr. Earle, from Tilton Harbor, on the subject of cutting timber ;

Mr. Earle, from Seldom-Come-by, on the subject of cutting timber ;

Mr. Earle, from Change Islands, on the subject of cutting timber ;

Mr. Moulton, from Richard's Harbor, on the subject of whale fishery ;

Mr. Hutchings, from Western Bay, on the subject of whale fishery.

Ordered that these petitions be received and referred to the departments to which they relate.

The Hon. Minister of Finance and Customs laid upon the table of the House the "Statement of Expenditure of the Colony of Newfoundland to 30th June, 1904."

Mr. Morine presented the report of the Select Committee to which was referred the Bill to prohibit the Prosecution of the Labrador Fishery in Steam Vessels.

It was moved and seconded that the Report be received and adopted, the Report and Evidence attached thereto be printed in the Appendix to the Journal of this session, and that the Bill be referred to Committee of the Whole House on to-morrow, which motion being put was carried unanimously and ordered accordingly.

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, the Bill to amend "The Customs Act, 1898," was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion, the Bill entitled "An Act respecting Certain Loans upon the Credit of the Colony and for other purposes" was read a third time and passed, and ordered to be engrossed and sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the Bill entitled "An Act to amend the Law respecting Cruelty to Animals" was read a second time and ordered to be referred to a Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Speaker informed the House that he had received a message from the Legislative Council that they had passed the Bill sent up, entitled "An Act respecting Telegraphs" with an amendment in which they request the concurrence of the House of Assembly.

On motion of the Right Hon. Premier, the amendment was read a first and second time, and adopted, and it was ordered that a message be sent to the Legislative Council acquainting them of the concurrence of the House of Assembly therein.

The Right Hon. Premier gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the Education Act, 1903.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, May 12th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

Mr. Sullivan, from Brule, on the subject of a road ;

Hon. Mr. Jackman (M.F.C.), from Ship Cove, on the subject of a road ;

Mr. Martin, from Garnish, on the subject of telegraphs ;

Mr. Martin, from St. Jacques, on the subject of a breakwater ;

Mr. Maddock, from Carbonear, on the subject of labrador fishery

Mr. Hutchings, from Job's Cove, on the subject of a road ;

Mr. Moulton, from Fox Island, on the subject of deer laws ;

Mr. Moulton, from Grand Bruit, on the subject of deer laws ;

Mr. Moulton, from Petites, on the subject of deer laws ;

Mr. Moulton, from Burgeo, on the subject of deer laws ;

Mr. Moulton, from Channel, on the subject of deer laws ;

Mr. Moulton, from Burnt Islands on the subject of deer laws ;

Mr. Moulton, from Rose Blanche, on the subject of deer laws ;

Mr. Moulton, from Red Island, on the subject of deer laws ;

Mr. Moulton, from Seal Island, on the subject of deer laws.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to order, and on motion the House resolved itself into Committee of the Whole on the Bill entitled "An Act to amend the Law respecting Cruelty to Animals."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported that they had considered the matter to them referred, and passed the Bill with some amendment.

Ordered that this report be received and that the Bill be read a third time on to-morrow.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to prohibit the Prosecution of the Labrador Fishery in steam vessels."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred, and passed the same with some amendment.

Ordered that this report be received and that the Bill be read a third time on to-morrow.

The remaining orders of the day were deferred.

The Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the Placentia Water Co. Act.

Mr. Morine gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the table of the House a return showing.—(1) with reference to any inquiries directed by the Auditor-General since his appointment to office; (a) The name of the person by whom held; (b) The subject matter thereof; (c) The tenor and effect of the report of the person holding the inquiry; (d) The names of persons prosecuted as the result of such inquiry; (e) The result of the prosecution in each case.

It was moved and seconded that when the House rises it adjourn till Tuesday next, May 16th, at four o'clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, May 16th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by:—

Hon. Mr. Gear, from residents of Burin, on the subject of a breakwater;

Mr. Morine, from residents of Pound Cove, on the subject of Labrador fishery;

Mr. Cashin, from residents of Fermeuse, on the subject of a road;

Mr. Hutchings, from residents of Freshwater, on the subject of a bridge.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to order, and on motion, the Bill entitled "An Act to amend the

law respecting Cruelty to Animals" was read a third time and passed, and it was ordered that it be engrossed and sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order and on motion, the Bill entitled "An Act to Prohibit the Prosecution of the Labrador Fishery in Steam Vessels" was read a third time and passed, and it was ordered that it be engrossed and sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order and on motion, the Bill entitled "An Act to amend the Customs Act, 1898" was read a second time, and ordered to be referred to a Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

The Hon. Minister of Finance and Customs moved that a message be sent to the Legislative Council, requesting that the Legislative Council will be pleased at the desire of the House of Assembly to make the following amendments in the Bill sent up, entitled "An Act respecting Certain Loans upon the Credit of the Colony and for other purposes," namely, in the second line of section 2 of said Bill substitute "\$250.00" for "\$500.00" therein, and make consequential alterations in the schedules to said Bill.

Which motion being put, was carried unanimously, and it was ordered accordingly.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, May 17th, 1905.

The House met at four o'clock in the afternoon pursuant to adjournment.

Petitions were presented by :-

Mr. Gushue (M.P.W.), from residents of New Harbor, *re* a road ;

Mr. Clapp, from residents of St. Anthony, on the subject of a road ;

Mr. Maddock, from residents of Carbonear, on the subject of a road.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to order, and on motion, the House resolved itself into committee of the whole on the Bill to amend the "Customs Act, 1898."

Mr. Speaker left the chair:

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred, and passed the Bill without amendment.

Ordered that this report be received and the Bill be read a third time on to-morrow.

The remaining orders of the day were deferred.

The Right Hon. the Premier laid upon the table of the House the report of the Commission appointed by His Excellency the Governor in Council to enquire and report with respect to the Laws in force in this Colony, and the effect of the same in relation to the sale or prevention of the Sale of Intoxicating Liquors.

Mr. Morine gave notice that he would, on to-morrow, ask the Hon. Minister of Finance and Customs for a statement of the facts in relation to the importation of a steam launch by Bowring Bros., Ltd., and to a remission of duties thereof, naming the authority under which the remission was made; and to draw the attention of the Hon. Minister of Finance and Customs to a letter signed "Trader" published in the *Daily News* on this day, the 17th inst., in relation to an importation of sugar and ask him to make a statement as to the facts of the matter, specifying the statutable power under which such matter was disposed of.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, May 18th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by:—

Hon. Mr. Clift (M.A.M.), from residents of Pilley's Island, *re* a road;

Mr. Martin, from residents of Fox Cove, on the subject of a breakwater.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to notice, and on motion of the Right Hon. the Premier, the House resolved itself committee of the whole House on the subject of Appropriations for the purposes of Education.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred and passed the said resolutions with some amendment, and recommended the introduction of a bill to give effect to the said resolutions.

Ordered that this report be received and the Bill read a first time, and that it be read a second time on to-morrow.

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into committee of the whole on the subject of a loan for the Telegraph Service of the Colony.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred and passed the said resolutions with some amendments, and recommended the introduction of a bill to give effect thereto.

It was ordered that this report be received and the Bill read a first time, and that it be read a second time on to-morrow.

Mr. Speaker informed the House that he had received a message from the Legislative Council, acquainting the House of Assembly, in reply to the message of the 16th inst., that they consent to the amending of the Bill sent up entitled "An Act respecting certain loans upon the credit of the Colony and for other purposes," by the House of Assembly, by substituting "\$250.00" for "\$500.00" in the second line of section 2 of said Bill, and making consequential alterations in the schedules to said Bill, as requested by the House of Assembly.

Pursuant to order, and on motion, the Bill entitled "An Act to amend the Customs Act, 1898," was read a third time and passed, and it was ordered that it be engrossed and sent to the Legislative Council with a message requesting their concurrence in its provisions.

The remaining orders of the day were deferred.

Mr. Morine gave notice that he would, on to-morrow, draw the attention of the Minister of Agriculture and Mines to pages 40 and 41 of the printed report of Jas. P. Howley for the year 1904 and will ask : (1) from whom the Davis-Calyx drill was purchased and the price ; and if the purchase was supposed to cover boiler, pumps, etc ; (2) who is responsible for the delay incurred by reason of the incomplete machinery referred to.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, May 19th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

Mr. Carty, from residents of St. Georges (2) on the subject of a road ;

Mr. Carty, from residents of Little River, on the subject of a road ;

Mr. Carty, from residents of Bay of Islands on the subject of a road ;

Mr. Gushue (M.P.W.), from residents of Catalina, *re* the whale fishery ;

Mr. Martin, from residents of Great Jervois, on the subject of a bridge ;

Mr. Martin, from residents of Bay d'Espoir, on the subject of a bridge.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to order, and on motion, the Education Bill was read a second time and ordered to be referred to a committee of the whole House on to-morrow.

Pursuant to order, and on motion, the Telegraph Loan Bill was read a second time and ordered to be referred to a committee of the whole House on to-morrow.

The remaining orders of the day were deferred.

The Right Hon. the Premier gave notice that he would, on to-morrow, ask leave to introduce a Bill to facilitate the investment of Trustee Funds in Colonial Stock.

The Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend Cap. 130 of the Consolidated Statutes (Second Series) entitled "Of the Sale of Intoxicating Liquors," and a Bill to amend Cap. 131 of the Consolidated Statutes (Second Series) entitled "Of the Prevention of the Sale of Intoxicating Liquors."

The Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, ask leave to move the House into committee of the whole on Ways and Means on Friday next, 26th inst.

Mr. Morine gave notice that he would ask the Minister of Agriculture and Mines to lay on the table of the House a map or tracing of the coast of Notre Dame Bay and Hall's Bay showing all the mineral grants, leases and licenses held, and by whom held, of the said coast, and inland therefrom five miles, from Partridge Point on the West to Fogo Island on the East.

It was moved and seconded that when the House rises it adjourn till Tuesday next, May 23rd, at four o'clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, May 23rd, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bill sent up, entitled "An Act respecting certain loans upon the credit of the Colony and for other purposes" without amendment.

Mr. Speaker also informed the House that he had received a message from the Legislative Council requesting that the House of Assembly will be pleased to cause to be laid before the Legislative Council, the evidence taken before the Select Committee appointed by the House of Assembly, upon the Bill sent up entitled "An Act to prohibit the prosecution of the Labrador Fishery in Steam Vessels," in order that the Council may be more fully informed and assisted in the consideration thereof.

Ordered that the House of Assembly, in compliance with the request of the Legislative Council, will cause to be laid before the Legislative Council the evidence taken before the Select Committee upon the Bill entitled "An Act to prohibit the prosecution of the Labrador Fishery in Steam Vessels," and that a message be

sent to the Legislative Council acquainting them of this, the evidence desired by them to accompany the said message and to be laid upon the table of the Legislative Council.

Mr. Speaker appointed the following to form a Library Committee in accordance with Rule 287 : Hon. Mr. Gear, Hon. Mr. Shea, Mr. Morine, Mr. Chaplin, and Mr. Clapp.

Pursuant to notice, and on motion of the Hon. Minister of Justice, a bill to amend Cap. 130 of the Consolidated Statutes (Second Series) entitled "Of the Sale of Intoxicating Liquors" and a bill to amend Cap. 131 of the Consolidated Statutes (Second Series) entitled "Of the Prevention of the Sale of Intoxicating Liquors" were introduced and read a first time and ordered to be read a second time on to-morrow.

Pursuant to notice, and on motion of the Right Hon. the Premier, the Bill to facilitate the investment of Trustee Funds in Colonial Stock was introduced and read a first time and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Education Bill.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred, and passed the Bill with some amendment.

Ordered that this report be received and the Bill read a third time on to-morrow.

Pursuant to order, and on motion, the House resolved into Committee of the Whole on the Telegraph Loan Bill.

Mr. Speaker left the chair.

Mr. Barnes took the chair of Committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred and passed the Bill with some amendment.

Ordered that this report be received and the Bill read a third time on to-morrow.

The remaining orders of the day were deferred.

It was moved and seconded that when the House rises it adjourn till Thursday next, May 25th, at four o'clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, May 25th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Pursuant to order, and on motion, the Bill entitled "An Act to amend the Education Act, 1903," was read a third time and passed, and it was ordered that it be engrossed and sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the Bill entitled "An Act to provide for the raising of a sum of money by Loan for the Telegraph Service of the Colony," was read a third time and passed, and it was ordered that it be engrossed and sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the Bill to facilitate the investment of Trust Funds in Colonial Stock was read a second time and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

The Hon. Minister of Justice, by consent, presented petitions from

The St. John's Gas Light Company, praying for an amendment to its charter of Incorporation ;

John Syme and others, of St. John's, praying for incorporation as the "Institute of Accounts of Newfoundland ; and

J. A. Paddon, on behalf of the Royal Trust Company, of Montreal, praying for authorization to carry on business in this Colony,

and he moved, with the consent of the House, that the rules be suspended as regards notice and that the petitions be received and referred to a Select Committee.

Ordered accordingly, and the committee consist of the Right Hon. the Premier, Mr. Morine, Hon. Minister of Agriculture and Mines, Mr. Kent, Hon. Minister of Justice, and Minister of Public Works.

Mr. Morine gave notice that he would, on to-morrow, ask leave to ask the Right Hon. the Colonial Secretary to lay on the table of the House a statement showing: (1) The amounts voted and expended respectively for operation and construction respectively, in connection with Government Telegraphs, since the making of the Railway Amendment Contract, 1901, (including amongst votes these made this Session); and (2) The amount of revenue received from the operation of Government Telegraphs during the period last mentioned.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, May 26th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Mr. Speaker informed the House that he had received a message from the Legislative Council, intimating that they had passed, without amendment, the Bill sent up entitled "An Act to amend the Law respecting Cruelty to Animals."

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill to facilitate the investment of Trust Funds in Colonial Stock.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred and passed the Bill without amendment.

Ordered that this report be received and that the Bill be read a third time on to-morrow.

Pursuant to order, and on motion, the Bills to amend the Liquor Laws were read a second time and ordered to be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Mr. Morine gave notice that he would, on to-morrow, ask the Hon. Minister of Agriculture and Mines for: (a) Copy of any letter from R. A. Brehm, to himself

or the Colonial Secretary, giving reasons for resigning from the Board of Agriculture; (b) The names of members of the Board to whom, since their appointment, any money has been paid from Board Funds, with a statement of the service for which payment was made, and the amount of each such payment; (c) A detailed statement of the Expenditure on Board account since the 1st day of January, 1900.

Mr. Chaplin gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the table the following information:—(1) What amounts, if any, were appropriated last year for the inspection of schools of denominations other than the Church of England, Roman Catholic and Methodist; (2) To whom paid; (3) And for what services.

It was moved and seconded that when the House rises it adjourn till Tuesday next, May 30th, at four o'clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, May 30th, 1905.

The House met at four o'clock in the afternoon pursuant to adjournment.

Petitions were presented by:—

Mr. Clapp, from residents of Fleur-de-Lys, on the subject of a port of call;

Mr. Miller, from residents of New Harbor, on the subject of the whale fishery;

Mr. Maddock, from residents of Carbonear, on the subject of a port of call.

Ordered that these petitions be received and referred to the departments to which they relate.

The Right Hon. Premier laid on the table of the House certain Statements furnished by the Reid Newfoundland Company in accordance with the Schedule "E" of the contract of 1901.

Pursuant to order, and on motion, the Bill entitled "An Act to facilitate the Investment of Trust and other Funds in the United Kingdom in certain Newfoundland Government Securities" was read a third time and passed; and it was ordered that it be engrossed and sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill to amend the Liquor Laws.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

The remaining orders of the day were deferred.

Mr. Speaker informed the House that he had received a message from the Legislative Council, intimating that they had passed, with some amendment, the Bill sent up, entitled "An Act to amend the Customs Act, 1898."

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, May 31st, 1905.

The House met at four o'clock in the afternoon pursuant to adjournment.

Petitions were presented by :—

Mr. Ellis, from residents of Brigus South, on the subject of the fishery laws ;

Hon. Sir E. P. Morris, from residents of St. John's, *re* manufacture of peat.

Ordered that these petitions be received and referred to the departments to which they relate.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on Supply.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred, and passed certain Resolutions, and asked leave to sit again.

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

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill to amend the Liquor Laws.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

The remaining orders of the day were deferred.

Mr. Speaker informed the House that he had received a message from the Legislative Council intimating that they had passed, without amendment, the Bill sent up, entitled respectively, "An Act to amend the Education Act, 1903" and "An Act to provide for the raising of a sum of money by Loan for the Telegraph Service of the Colony."

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, June 1st, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Mr. Oke presented a petition from residents of Caplin Cove, on the subject of a wharf; and it was ordered that it be received and referred to the Department of Marine and Fisheries.

The resolutions adopted in Committee of Supply on the 31st May ult. were reported and read a second time as follows:—

Agriculture and Mines.. . . .	\$23,620.00
Contingencies.....	10,000.00
Pensions.....	1,540.00

Pursuant to order, the House resolved itself into Committee of the Whole on the Bill to amend the Liquor Laws.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

The remaining orders of the day were deferred.

The Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, move the House into Committee of the Whole to consider certain Resolutions in relation to the imposition of a tax on telegraphs and telephones.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, June 2nd, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Mr. Maddock presented a petition from residents of the South Side of Carbon-ear, on the subject of an agricultural bull; and it was ordered that it be received and referred to the Department of Agriculture and Mines.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred, and passed certain resolutions, and asked leave to sit again.

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

On the motion that the House resolve itself into Committee of the Whole on the Bill to amend the Liquor Laws, the Hon. Minister of Justice moved in amendment that the Bill be referred to a Select Committee.

Ordered accordingly, and that the Committee consist of the Hons. Minister of Justice, Minister of Agriculture and Mines, Minister of Finance and Customs, Minister of Public Works, Mr. Kent, Mr. Hutchings and Mr. Lloyd.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill to amend the Law for the Prevention of the Sale of Intoxicating Liquors.

Mr. Speaker left the chair.

Mr. Barnes took the chair of Committee.

Mr. Speaker resumed the chair.

The chairman reported from the Committee that they had considered the matter to them referred, and passed the Bill with some amendment.

Ordered that this report be received and that the Bill be read a third time on to-morrow.

The Hon. Minister of Justice from the Select Committee to whom were referred the petitions of

The St. John's Gas Light Company, praying for an amendment to its charter, of incorporation ;

John Syme and others, praying for incorporation as the "Institute of Accountants of Newfoundland" ; and

J. A. Paddon, on behalf of the Royal Trust Company, praying for authority to carry on business in this Colony,

presented the report of the said committee, recommending the enactment of legislation as prayed for.

Ordered that this report be received, and the Bills to give effect thereto be now read a first time, and read a second time on to-morrow.

Mr. Morine gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the table of the House a copy of all correspondence with the Secretary of State for the Colonies and with the Anglo-American Telegraph

Co. on behalf of the Government of this Colony in relation to the purchase of Anglo Co's lines in this Colony.

It was moved and seconded that when the House rises it adjourn till Tuesday next, June 6th, at four o'clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, June 6th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Mr. Speaker informed the House that he had received a message from the Legislative Council intimating that they had passed, without amendment, the Bill sent up entitled "An Act to facilitate the investment of Trust and other funds in the United Kingdom in certain Newfoundland Government Securities."

The resolutions adopted in Committee of Supply on the 2nd June inst., were reported, read a second time, and are as follows :

Pensions (additional)	\$ 400.00
Supplementary Supply (1904-5)	67,287.78

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole on Ways and Means.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred, and made some progress, and passed certain resolutions, recommending also the introduction of a Bill to give effect thereto.

Ordered that this report be received, and that the Revenue Bill be now read a first time and read a second time on to-morrow.

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole to consider resolutions on the subject of the Imposition of Taxes upon Telegraph and Telephone Companies doing business in the Colony.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred and passed certain resolutions, and recommended the introduction of a Bill to give effect thereto.

Ordered that this report be received and that the Bill to provide for the taxation of Telegraph and Telephone Companies be now read a first time and read a second time on to-morrow.

Pursuant to order, and on motion, the Bill entitled "An Act to amend Chapter 130 of the Consolidated Statutes (Second Series) entitled 'An Act respecting the prevention of the Sale of Intoxicating Liquors,'" was read a third time and passed; and it was ordered that it be engrossed and sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the Bills respecting the St. John's Gas Light Company, the Institute of Accountants, and the Royal Trust Company were read a second time and ordered to be referred to a Committee of the Whole House on to-morrow.

Petitions were presented by:—

Rt. Hon. the Premier, from residents of Lewisport, on the subject of a wharf;

Rt. Hon. the Premier, from residents of Troytown, on the subject of a wharf;

Rt. Hon. the Premier, from residents of Twillingate, *re* the whale fishery;

Rt. Hon. the Premier, from residents of Tizzard's Hr., *re* a road;

Rt. Hon. the Premier, from residents of Black Isld., *re* a wharf;

Rt. Hon. the Premier, from residents of St. Patrick's, *re* a road;

Rt. Hon. the Premier, from residents of Little Ward's Hr., *re* a tramway;

Rt. Hon. the Premier, from residents of Pilley's Island, *re* a road;

Rt. Hon. the Premier, from residents of Jackson's Cove, *re* a breakwater;

Rt. Hon. the Premier, from residents of New Bay, on the subject of a bridge;

Rt. Hon. the Premier, from residents of Little Hr., on the subject of a road;

Rt. Hon. the Premier, from residents of Birchy Bay, *re* a road;

Mr. Oke, from residents of Harbor Grace, on the subject of courier's salary.

Ordered that these petitions be received and referred to the departments to which they relate.

Right Hon. the Premier gave notice that he would, on to-morrow, move the suspension of the Rules of this House in relation to all Bills now before the House or to come before it this session.

Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, ask leave to introduce a Bill calling on all Banks doing business in this Colony to furnish certain annual statements in relation to the nature and volume of their said business ; also a Bill respecting the Department of Finance and Customs.

Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the St. John's Municipal Act.

Hon. Min. of Agriculture and Mines gave notice that he would, on to-morrow, ask leave to move the House into Committee of the Whole to consider certain Resolutions in relation to the Encouragement in this Colony of the Manufacture of Peat into Fuel.

Mr. Kent gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend "The Newfoundland Medical Act of 1896."

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

WEDNESDAY, June 7th, 1905.

The House met at four o'clock in the afternoon pursuant to adjournment.

Pursuant to notice, and on motion of the Right Hon. Premier, the Rules of this House were suspended in reference to all matters now before the House or to come before it this session.

Pursuant to notice and on motion of the Hon. Minister of Justice, the Bill to amend the St. John's Municipal Act was introduced and read a first time and was ordered to be read a second time on to-morrow.

Pursuant to notice and on motion of the Hon. Minister of Finance and Cus-

toms the Bill respecting Banks was introduced and read a first time, and ordered to be read a second time on to-morrow.

On motion of the Hon. Minister of Finance and Customs leave was granted for the withdrawal of the notice in respect to amend the Customs Department Act.

Pursuant to notice, and on motion of Mr. Kent, the Bill to amend the "Newfoundland Medical Act of 1896" was introduced and read a first time and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the St. John's Gas Company, Institute of Accountants, and Royal Trust Company Bills.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matters to them referred and passed the Bills without amendment.

Ordered that this report be received and that the Bills be read a third time presently.

Pursuant to order, and on motion, the said Bills, entitled, respectively

"An Act to amend the Act 59-Vic., Cap. 39, entitled 'An Act to incorporate a Company under the style and title of the St. John's Gas Light Company,'"

"An Act to Incorporate the Institute of Accountants of Newfoundland," and

"An Act to Authorise the Royal Trust Company to do business in the Colony of Newfoundland"

were read a third time and passed, and it was ordered that they be engrossed and sent to the Legislative Council with a message requesting the concurrence of that body in their provisions.

Pursuant to order, the Hon. Minister of Finance and Customs moved that the Revenue Bill be now read a second time. Whereupon the House divided, and there appeared for the motion the Rt. Hon. Premier, Hons. Minister of Justice, Minister of Finance and Customs, Minister of Marine and Fisheries, Minister of Agriculture and Mines; Minister of Public Works, Messrs. Barnes, Bennett, Ellis, Hutchings, Kent, Lloyd, Martin, Miller and Sullivan (15); and against it—Messrs. Morine, Moulton, Chaplin and Blandford (4).

So it passed in the affirmative, and it was ordered accordingly, and that the Bill be referred to Committee of the Whole presently.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Revenue Bill.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to order, and on motion, the Bill imposing taxes upon Telegraph and Telephone Companies was read a second time and ordered to be referred to Committee of the Whole on to-morrow.

Petitions were presented by :—

Mr. Kent, from residents of Quidi Vidi, on the subject of a harbor ;

Mr. Morine, from residents of Plate Cove (3), on the subject of roads ;

Mr. Morine, from residents of Seal Cove, on the subject of a bridge ;

Mr. Morine, from residents of Saunders Cove, on the subject of a road ;

Mr. Morine, from residents of Portland, on the subject of a road ;

Mr. Morine, from residents of Port-de-Grave, on the subject of courier's salary ;

Mr. Moulton, from residents of Channel, on the subject of a road ;

Hon. Mr. Jackman, from residents of St. Brides on the subject of a road.

Ordered that these petitions be received and referred to the departments to which they relate.

It was moved and seconded that when the House rises it adjourn till to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, June 8th, 1905.

At fifteen minutes past four of the clock this eighth day of June, the names of the members present being taken down by the clerk, namely, the Hons. Minister of Justice, Minister of Finance and Customs, Minister of Marine and Fisheries, Minister of Agriculture and Mines, the Minister of Public Works, and Mr. Barnes, Mr. Speaker declared the House adjourned for want of a quorum until to-morrow, the ninth of June, at four o'clock in the afternoon.

FRIDAY, June 9th, 1905.

The House met at four o'clock in the afternoon pursuant to adjournment.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred and passed the said Bill with some amendment.

Ordered that this report be received and the Bill read a third time presently.

Pursuant to order the said Bill was now read a third time and passed, and it was ordered that it be engrossed, being entitled "An Act for granting to His Majesty certain duties on Goods, Wares, and Merchandize imported into this Colony," and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill to provide for imposing a tax on Telegraph and Telephone Companies.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred, and passed the said Bill with some amendment.

On motion for the adoption of the Report, Mr. Morine moved an amendment, seconded by Mr. Moulton, that:—

Whereas the Anglo-American Telegraph Company is operating cables, telegraphs and telephones in this Colony under a charter granted by the Legislature of this Colony in 1854;

And whereas this charter is in its nature a contract between the Colony and the Company, whereby in exchange for its privileges the Company is under certain obligations towards the Colony which it has at all times honourably performed and is now performing;

And whereas the taxes proposed by this Bill would amount to a virtual confiscation of the Company's property and an abrogation of its rights in this Colony;

Resolved,—That the imposition of the proposed taxes would be a breach of the charter of the Company derogatory to the honor of the colony and damaging to its credit abroad;

Resolved,—The report be recommitted to the committee with an instruction to except the said Company from its operation.

The House divided and there appeared for the motion:— Rt. Hon. the Premier, Hon. Minister of Justice, Hon. Minister of Finance and Customs, Hon. Minister of Agriculture and Mines, Hon. Mr. Gear, Messrs. Barnes, Bennett, Clapp, Dwyer, Ellis, Hutchings, Kent, Lewis, Lloyd, Martin (15); and against:— Messrs. Morine, Chaplin, Moulton and Blandford (4). So it passed in the negative and ordered accordingly.

The original motion was then put and being carried in the affirmative by a like division, it was then moved that the Bill be read a third time and passed, and that it be engrossed, being entitled "An Act to increase the Revenue by imposing taxes upon business transacted by Telegraph and Telephone Companies within and in transit to the Colony," and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the Bill respecting Banks was read a second time, referred to a Committee of the Whole, and adopted with some amendment, read a third time and passed, and it was ordered that it be engrossed, being entitled "An Act respecting Banks," and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had passed certain resolutions which were read a first and second time and are as follows :—

Supplementary Supply, 1904-5.....	\$ 9,000.00
Supplementary Estimates, 1905-6	1,240.00
Distribution of Surplus, 1903-4	80,347.82

Pursuant to order, the House resolved itself into Committee of the Whole on Ways and Means.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had passed certain resolutions which were read a first time as follows :—

Resolved,—That towards making good the Supply granted to His Majesty on account of certain expenses of the Public Service for the financial year ending June 30th, 1906, the sum of \$156,635.60 be granted out of the Consolidated Revenue Fund of the Colony ;

Resolved,—That towards making good the Supply granted to His Majesty on account of certain expenses of the Public Service for the financial year ending June 30th, 1905, the sum of \$1,304,704.63 to be granted out of the Consolidated Revenue Fund of the Colony ;

Resolved,—That notwithstanding anything in any law to the contrary it shall be lawful for the Governor-in-Council in cases or districts or neighborhoods having local boards or councils to authorize the payment at any time after the 30th day of June, 1905, to such local Boards or Councils of all the moneys voted in respect of such districts or neighborhoods for public charities and for roads, bridges and ferries in schedule B, and all such moneys when paid them as aforesaid, may be expended by such Boards or Councils for such local needs and requirements as the said Boards or Councils may determine ;

Resolved,—The moneys hereby appropriated shall be paid by the Minister of Finance and Customs in discharge of such warrants as may from time to time be drawn by the Governor for the purposes provided ;

Resolved,—That a bill be introduced to give effect to these resolutions.

The said resolutions were then read a second time and agreed to, and The

Public Service Bill was introduced, read a first time as "An Act for granting to His Majesty certain sums of money for defraying certain expenses for the financial years ending respectively the 30th day of June, 1905, and the 30th day of June, 1906, and for other purposes relating to the Public Service," and it was ordered that it be referred to a Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

It was moved and seconded that when the House rises it adjourn till Monday next, the 12th of June, at four o'clock in the afternoon.

The House then adjourned accordingly.

MONDAY, June 12th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, leave was granted for the introduction of a bill to amend the Placentia Water Company's Act, and it was read a first time, second time, referred to a Committee of the Whole and adopted without amendment, and read a third time and passed, and it was ordered that it be engrossed being entitled "An Act to amend the Act 59 Vic., Cap. 11, entitled "An Act to incorporate the Placentia Water Company," and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to notice, and on motion of the Hon. the Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole to consider certain resolutions in relation to the encouragement in this Colony of the manufacture of peat into fuel.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported that they had considered the matter referred to them and that they had passed the resolutions with some amendment, and recommended the introduction of a bill to give effect thereto.

Ordered that this report be received and the bill to encourage the manufacture of peat be now read a first and second time, and referred to a Committee of the Whole presently.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Public Service Bill.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred, and passed the said bill without amendment.

Ordered that this report be received and that the bill be now read a third time and passed, and that it be engrossed being entitled "An Act for granting to His Majesty certain sums of money for defraying certain expenses of the Public Service for the financial years ending respectively the 30th day of June, 1905, and the 30th day of June, 1906, and for other purposes relating to the Public Service, and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the Bill to amend the Municipal Act, 1902, was read a second time, referred to a Committee of the Whole and adopted without amendment, read a third time and passed, and it was ordered that it be engrossed being entitled "An Act to amend the St. John's Municipal Act, 1902," and sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the Bill to amend the Medical Act, 1896, was read a second time and ordered to be referred to a Committee of the Whole presently.

Pursuant to order the said Bill was referred to a Committee of the Whole.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

On motion of the Hon. the Minister of Finance and Customs leave was granted for the introduction of a bill entitled "An Act respecting certain retiring allowances." It was read a first and second times, referred to a Committee of the

Whole and adopted without amendment, read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the bill to encourage the manufacture of peat was referred to a Committee of the Whole.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman of the committee reported that they had considered the matter to them referred and passed the bill with some amendment.

Ordered that this report be received and the bill now read a third time and passed, and that it be engrossed, being entitled as above, and sent to the Legislative Council with a message requesting their concurrence in its provisions.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the Bills sent up entitled "An Act to amend Chapter 131 of the Consolidated Statutes (Second Series), entitled 'Of the Prevention of the Sale of Intoxicating Liquors; 'An Act to amend the Act to incorporate a company under the style and title of the St. John's Gas Light Company; 'An Act to incorporate the institute of Accountants of Newfoundland; and 'An Act to authorize the Royal Trust Company to do business in the Colony of Newfoundland,'" without amendment. Also that they had passed the Bills entitled "An Act to encourage the manufacture of pulp and paper in this Colony," and "An Act to provide for the Protection of Woods against fire and for other purposes," with some amendments, in which they requested the concurrence of the House of Assembly.

On motion of the Hon. Minister of Justice the amendments to the said Bills were read a first time and ordered to be read a second time on to-morrow.

It was moved and seconded that when this House rises it adjourn until to-morrow at four o'clock in the afternoon.

The House then adjourned accordingly.

TUESDAY, June 13th, 1905.

The House met at four o'clock in the afternoon, pursuant to adjournment.

Petitions were presented by :—

Mr. Ellis, from residents of Witless Bay, on the subject of deepening a harbor ;

Mr. Carty, from residents of Codroy, on the subject of a road ;

Mr. Carty, from residents of Little River, on the same subject.

Ordered that these petitions be received and referred to the departments to which they relate.

Right Hon. the Premier laid on the table the report of the Registrar General of births, marriages, and deaths for the year ending the 30th of September, 1904.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the bill to amend the Medical Act, 1896."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

Pursuant to order, and on motion of Right Hon. the Premier the amendments made by the Legislative Council in the Bill sent up entitled "An Act to encourage the manufacture of pulp and paper in this Colony," were read a second time and referred to a Committee of the Whole House.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred, and passed the said amendments with amendment.

Ordered that this report be received and that a message be sent to the Legislative Council acquainting them that the House of Assembly had passed the amendments made by the Legislative Council in and upon the Bill sent up entitled "An Act to encourage the manufacture of pulp and paper in this Colony" with certain amendments in which they request the concurrence of the Legislative Council.

Pursuant to order, and on motion of the Right Hon. the Premier, the amendments made by the Legislative Council in and upon the Bill sent up entitled "An Act to provide for the Protection of Woods against fires and for other purposes" were read a second time and agreed to, and it was ordered that a message be sent to the Legislative Council acquainting them that the House of Assembly had passed the said amendments without amendment.

On motion of the Hon. the Minister of Finance and Customs the House resolved itself into Committee of the Whole to consider certain resolutions providing for the imposition of a tax on express companies doing business in this Colony.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman reported from the committee that they had considered the matter to them referred, and passed the said resolutions without amendment, and recommended the introduction of a Bill to give effect thereto. On the motion for the adoption of the report the House divided, whereupon there appeared for the motion:—Right Hon. the Premier, Hons. the Minister of Justice, Minister of Finance and Customs, Minister of Agriculture and Mines, Hon. Minister Marine and Fisheries, Hon. Mr. Gear, the Minister of Public Works, Messrs. Barnes, Carty, Clapp, Dwyer, Ellis, Kent, Lloyd, Martin, Scott—16. Against: Messrs. Morine, Moulton, Blandford—3.

So it passed in the affirmative, and it was ordered that the Bill be read a first time presently.

Pursuant to order, and on motion, the said Bill was read a first and second time, referred to a Committee of the Whole, and adopted without amendment, read a third time, and it was ordered that it be engrossed being entitled "An Act to increase the Revenue by the imposition of a Tax upon Express Companies doing business in the Colony," and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

Mr. Speaker informed the House that he had received messages from the Legislative Council acquainting the House of Assembly that they had passed without amendment the following Bills sent up, entitled respectively:—

An Act for granting to His Majesty certain duties on goods, wares, and merchandize imported into this Colony;

An Act for granting to His Majesty certain sums of money for defraying certain expenses of the Public Service for the financial years ending respectively the 30th day of June, 1905, and the 30th day of June, 1906, and for other purposes relating to the Public Service;

An Act to increase the Revenue by imposing taxes upon business transacted by Telegraph and Telephone Companies within and in transit through the Colony;

An Act respecting Banks;

An Act to amend the St. John's Municipal Act, 1902;

An Act to encourage the Manufacture of Peat;

An Act respecting certain Retiring Allowances ;

An Act to amend 59 Vic., Cap. 11, entitled "An Act to incorporate the Placentia Water Company"; and

An Act to increase the Revenue by the imposition of a tax upon Express Companies doing business in this Colony,

And also that they had passed without amendment the amendments made by the House of Assembly in and upon the amendments made by the Legislative Council in and upon the bill sent up entitled "An Act to encourage the manufacture of pulp and paper in this colony."

It was moved and seconded that when the House rises it adjourn until Thursday next, the 15th of June, at 2 o'clock in the afternoon.

The House then adjourned accordingly.

THURSDAY, June 15th, 1905.

The House met at two o'clock in the afternoon pursuant to adjournment.

At three o'clock the Gentleman Usher of the Black Rod appeared at the Bar of the House with a message from His Excellency the Governor commanding the attendance of the House in the Council Chamber.

Accordingly Mr. Speaker and the House attended upon His Excellency in the Council Chamber. Mr. Speaker at the Bar of the Council Chamber addressed His Excellency as follows :—

"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.—An Act for granting to His Majesty certain duties on goods, wares, and merchandise imported into this Colony ;

2.—An Act for granting to His Majesty certain sums of money for defraying certain expenses of the Public Service for the financial years ending respectively the 30th June, 1905, and the 30th June, 1906, and for other purposes relating to the Public Service ;

3.—An Act to provide for the raising of a sum of money by loan for the Telegraph Service of the Colony ;

4.—An Act respecting certain loans upon the credit of the Colony and for other purposes ;

5.—An Act to increase the revenue by imposing taxes upon business transacted by telegraph and telephone companies within and in transit through the Colony ;

6.—An Act respecting certain retiring allowances ;

7.—An Act to increase the Revenue by the imposition of a tax upon Express Companies doing business in the Colony ;

8.—An Act to facilitate the investment of trust and other funds in the United Kingdom in certain Newfoundland Government securities ;

9.—An Act to amend the Education Act, 1903 ;

10.—An Act to encourage the Manufacture of Peat ;

11.—An Act to amend the act to incorporate a company under the style and title of the St. John's Gas Light Company ;

12.—An Act respecting Foreign Fishing Vessels ;

13.—An Act to provide for the protection of woods against fires and for other purposes ;

14.—An Act respecting telegraphs ;

15.—An Act to encourage the manufacture of pulp and paper in this Colony ;

16.—An Act to amend the Customs Act, 1898 ;

17.—An Act to amend the law respecting cruelty to Animals ;

18.—An Act to incorporate the Institute of Accountants of Newfoundland ;

19.—An Act to authorize the Royal Trust Company to do business in the Colony of Newfoundland ;

20.—An Act to amend Chapter 131 of the Consolidated Statutes (Second Series) entitled "Of the Prevention of the sale of intoxicating liquors ;"

21.—An Act respecting Banks ;

22.—An Act to amend St. John's Municipal Act, 1902 ;

23.—An Act to amend 59 Vic., Cap. 11., act to incorporate the Placentia Water Company.

His Excellency was then 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 that I can now relieve you from further attendance here and enable you to devote your undivided attention to your personal affairs.

The session has been a protracted one, but considering the importance of the measures that were presented for your consideration, it would have been difficult, with a due regard to public interests, to have curtailed your deliberations.

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

I thank you for the supplies that you have granted for the public service, and would assure you that my Ministers will endeavour to secure a judicious and economical expenditure of the various appropriations.

The large increase you have made in the grant for education will no doubt be highly appreciated throughout the country and tend to promote the advancement of our educational institutions.

The provision that you have made to meet the increased charge for interest in connection with the public debt seems to have been wisely conceived, so as not to bear unduly upon the labouring classes.

Mr. President and Honourable Gentlemen of the Legislative Council :

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

I am pleased to observe the very stringent regulations that you have adopted to protect the forest wealth of this country from destruction by fire. It is to be hoped that they may prove entirely effective in preventing a recurrence of the devastation that has been so prevalent in recent years.

The Bill to which I have assented confirming the contract entered into by my Ministers for the establishment of a Paper and Pulp industry in the colony appears to fully safeguard public interests while extending liberal concessions to British investors. I sincerely hope that the work contemplated under the contract will proceed expeditiously, and result in that material benefit so confidently anticipated.

The regulations for carrying into effect the convention concluded between His Majesty's Government and that of the French Republic, in respect to Treaty Shore,

will be submitted for your approval next session. The draft to which my Ministers gave their assent has been forwarded by His Majesty's Government to the Government of France, and awaits the concurrence and signature of the Government of that country.

While the result of the seal fishery fell short of that of last year, it is gratifying to know that the general outlook for the trade of the colony during the coming fiscal year is exceedingly bright and encouraging.

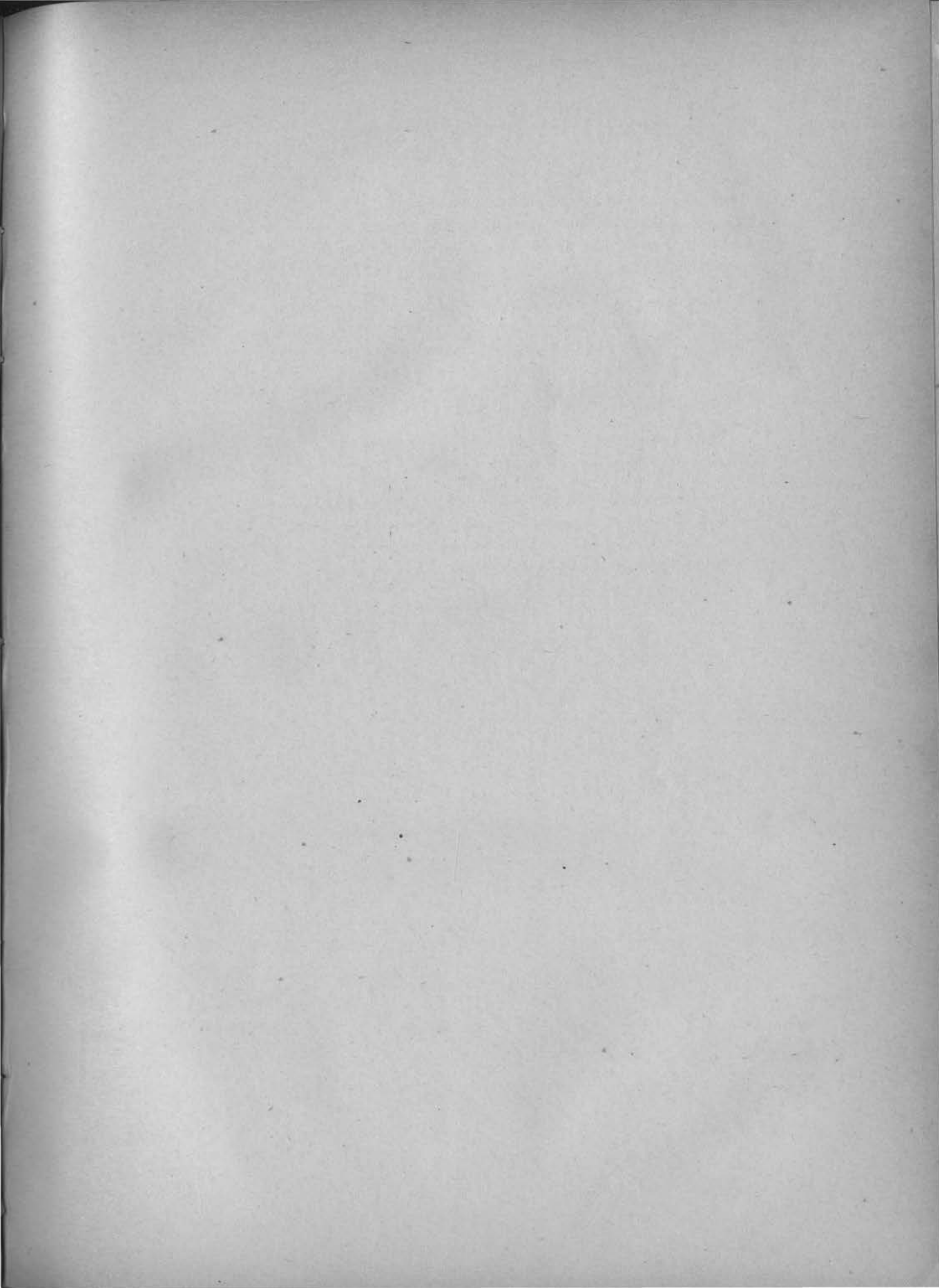
In now taking leave of you for a season, I fervently desire that an abundant measure of success may attend you in your respective avocations.

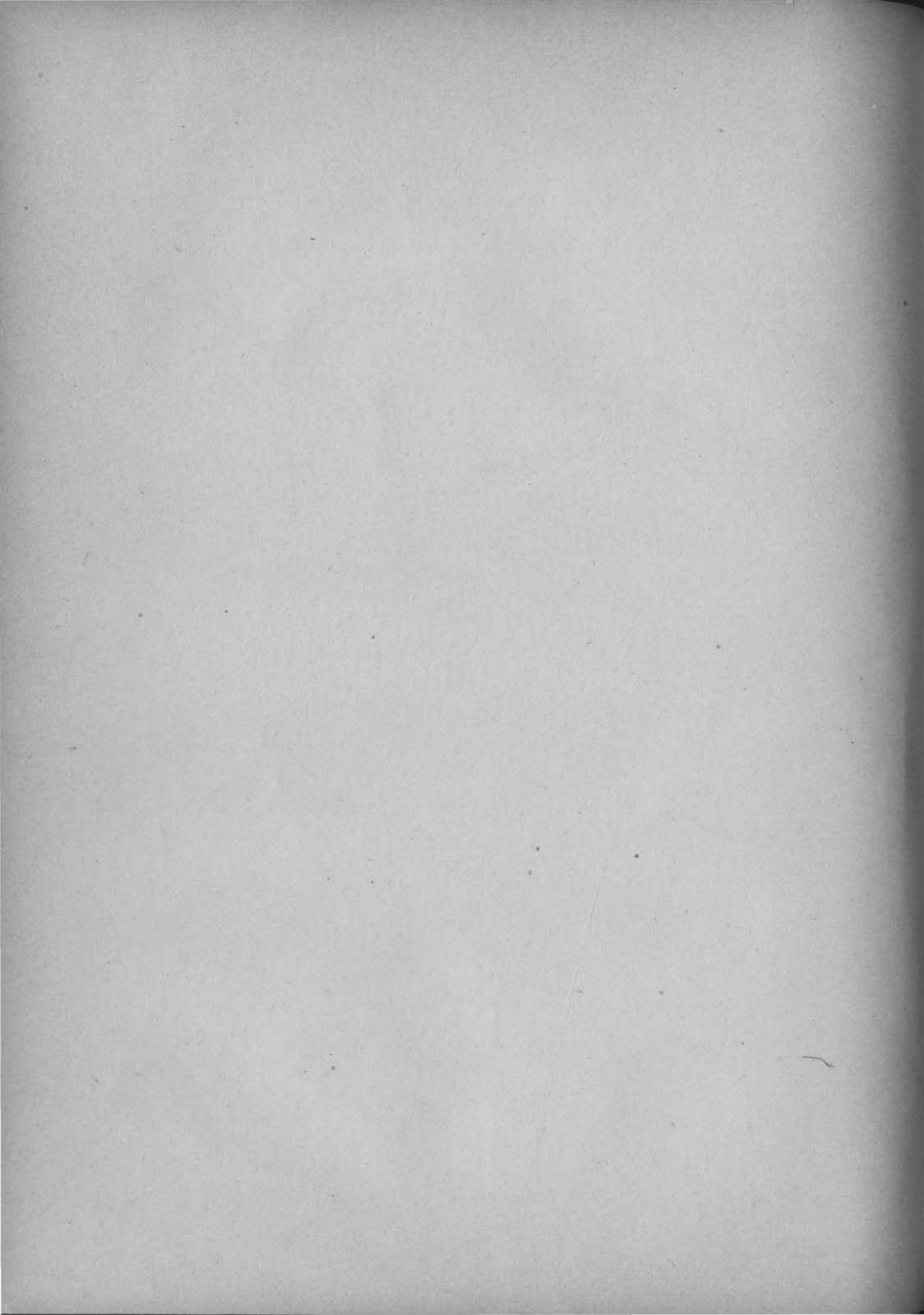
After which the Honourable the President of the Legislative Council, by command of His Excellency the Governor, said :—

“ Gentlemen,—It is the pleasure of His Excellency the Governor that this General Assembly be prorogued until Thursday the seventeenth day of August next, and this General Assembly is accordingly prorogued until Thursday, the seventeenth day of August next, to be then and here holden.”

P. T. McGRATH,

Clerk House of Assembly.





SUMMARY

Of the Estimated Expenditure for the Financial Year ending 30th June, 1906, together with Sums granted for Financial Year 1905 and 1906.

No.	Service.	Estimate for 1904 and 1905.			Estimate for 1905 and 1906.		
		A To be Voted.	B Authorized by Statute.	Total.	A To be Voted.	B Authorized by Statute.	Total
1	Interest on Public Debt, Sinking Fund and Management	\$10,000.00	\$791,782.00	\$801,782.00	\$12,000.00	\$850,254.60	\$862,254.40 ✓
2	Civil Government.....	97,218.00	26,600.00	123,818.00	105,047.00	26,600.00	131,647.00 ✓
3	Pensions		11,126.00	11,126.00		11,586.00	11,586.00 ✓
4	Administration of Justice.....	138,573.33	18,100.00	156,673.33	141,898.33	18,100.00	159,998.33 ✓
5	Legislation.....	28,665.00		28,665.00	31,365.00		31,365.00 ✓
6	Education	11,000.00	185,324.12	196,324.12	3,500.00	245,323.66	248,823.66 ✓
7	Public Charities.....	222,386.00		222,386.00	223,491.00		223,491.00 ✓
8	Lighthouses, Signal Stations, etc.....	65,417.50		65,417.50	66,413.00		66,413.00 ✓
9	Agriculture and Mines.....	23,620.00		23,620.00	23,620.00		23,620.00 ✓
10	Marine and Fisheries.....	54,590.00		54,590.00	61,940.00		61,940.00 ✓
11	Roads, Bridges, etc.....	173,542.00		173,542.00	174,154.00		174,154.00 ✓
12	Post Office and Telegraphs	337,021.63		337,021.63	350,366.68		350,366.68 ✓
13	Customs	108,584.68		108,584.68	109,343.12		109,343.12 ✓
14	Contingencies	10,000.00		10,000.00	10,000.00		10,000.00 ✓
15	General Election ..	35,000.00		35,000.00			
		\$1,315,618.14	\$1,032,932.12	\$2,348,550.26	\$1,313,138.13	\$1,151,864.06	\$2,465,002.19 ✓

I.—Statement of Public Debt.

Interest and Charges.	Funded Debt 1905—1906.	Interest 1905—1906.
Newfoundland Debentures, 5 per cent.....	\$4,600 00	\$230 00
Newfoundland Debentures, 4 per cent	2,175,180 57	87,007 22
London Stock, 4 per cent.....	5,185,999 99	207,439 99
London Bonds, 3½ per cent.....	11,153,920 00	390,387 20
London Bonds, 3 per cent.....	1,581,666 66	47,449 99
	<u>\$20,101,367 22</u>	\$732,514 40
Sinking Fund.....		27,740 00
Premium and Management.....		12,000 00
		<u>\$772,254 40</u>
Estimated Interest on New Loans.....		90,000 00
		<u>\$862,254 40</u>

DISTRIBUTION, 1905—1906.

A.—Premium and Management.....	\$12,000 00
B.—Interest and Sinking Fund.....	850,254 40
Total	<u>\$862,254 40</u>

II.—Civil Government.

TO BE VOTED AS PER STATEMENT A., \$105,047.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1904—1905.	Estimate 1905—1906.
A			
Estimates of Expenditure for which Votes of the Legislature are required:—			
Government House.....	(a)	\$2,520 00	\$2,520 00
Department of Colonial Secretary	(b)	7,190	8,240
“ Justice	(c)	1,806	2,556
“ Finance	(d)	2,850	2,550
“ Agriculture and Mines.....	(e)	10,750	11,350
“ Marine and Fisheries.....	(f)	8,022	11,082
“ Public Works.....	(g)	9,450	10,050
“ Auditor General	(h)	1,450	1,450
Contingencies (ordinary) as detailed		32,725	33,575
Public Works, for public buildings (as detailed).....		20,455	21,674
Total		<u>\$97,218 00</u>	<u>\$105,047 00</u>
B			
Expenditure authorized by Statute:—			
The Salary of the Governor		\$10,000 00	\$10,000 00
“ Colonial Secretary.....		2,000	2,000
“ Minister of Justice.....		2,000	2,000
“ Minister of Finance.....		2,000	2,000
“ Minister of Agriculture & Mines.....		2,000	2,000
“ Minister of Marine & Fisheries.....		2,000	2,000
“ Minister of Public Works		2,000	2,000
“ Members (4) of the Board of Works at \$1.50.....		600	600
“ Auditor General.....		2,000	2,000
“ Postmaster General.....		2,000	2,000
Total		<u>\$26,600 00</u>	<u>\$26,600 00</u>
SUMMARY.			
A.—To be Voted		\$103,113 00	\$105,047 00
B.—Authorized by Statute		26,600	26,600
Total		<u>\$129,113 00</u>	<u>\$131,647 00</u>

II.—Civil Government (continued).

DEPARTMENTS (Detail).	SALARIES.	
	Estimate 1904—1905.	Estimate 1905—1906.
(a) Government House.		
The Governor's Private Secretary.....	\$900 00	\$900 00
The Governor's Orderlies (one at \$360, one at \$400).....	760	760
Keeper Government House Grounds.....	360	360
Clerk	500	500
	<u>\$2,520 00</u>	<u>\$2,520 00</u>
(b) Department of Colonial Secretary.		
The Deputy Head	\$1,500 00	\$1,500 00
First Clerk	1,100	1,100
Second Clerk	750	750
Third Clerk	450	450
Stenographer and Typist	500	500
Assistant do		300
Messenger	430	430
Assistant do		300
	<u>\$4,730 00</u>	<u>\$5,330 00</u>
Vital Statistics —		
The Registrar.....	\$700 00	\$700 00
Clerk to Registrar		450
Registration Fees to Deputy Registrars.....	1,500	1,500
	<u>\$2,200 00</u>	<u>\$2,650 00</u>
Miscellaneous—		
Inspectors of Weights and Measures, St. John's.....	\$100 00	\$100 00
Keeper at Observatory	160	160
	<u>\$260 00</u>	<u>\$260 00</u>
Totals	<u>\$7,190 00</u>	<u>\$8,240 00</u>
(c) Department of Justice.		
The Deputy Head.....	\$1,200 00	\$1,800 00
Secretary and Accountant	450	600
Messenger	156	156
	<u>\$1,806 00</u>	<u>\$2,556 00</u>
(d) Department of Finance and Customs.		
Deputy Head.....	\$1,200 00	\$1,200 00
The First Clerk.....	1,200	900
The Second Clerk.....	450	450
	<u>\$2,850 00</u>	<u>\$2,550 00</u>
(e) Department of Agriculture and Mines.		
The Deputy Head.....	\$1,200 00	\$1,200 00
The First Clerk.....	1,000	1,000
The Second Clerk.....	700	700
The Third Clerk	450	450
The Surveyor to Department	850	850
The Messenger	350	350
The Keeper to Museum	300	300
The Public Analyst	600	600
Typewriter		250
	<u>\$5,450 00</u>	<u>\$5,700 00</u>

II.—Civil Government (continued).

DEPARTMENTS (Detail).	SALARIES.	
	Estimate 1904—1905.	Estimate 1905—1906.
(e) Dep't Agriculture & Mines (Surveyors' Salaries).		
Director of Geological Surveys and Curate of Museum.....	\$1,800 00	\$1,800 00
First Surveyor.....	900	900
Second Surveyor.....	700	700
Additional Surveyors and Assistants ...	800	800
Woods Ranger.....		600
Inspector of Timber Limits and Examiner of Mill Accounts...	450	450
Inspector of Timber Limits.....	400	400
	<u>\$5,300 00</u>	<u>\$5,650 00</u>
(f) Department of Marine and Fisheries.		
Fishery Expert.....		\$1,460 00
The Superintendent of Fisheries.....	\$1,200 00	1,200
The Secretary.....	400	400
The Accountant.....	800	800
Inspector of Marine Works.....	1,000	1,000
Lighthouse Mechanician.....	800	800
Typewriter and Stenographer.....	300	300
Inspector of Boilers.....	1,000	1,000
Messenger.....	312	312
Lloyd's Surveyor of Shipping in aid of Salary.....	860	860
Chief Examiner Masters and Mates.....	500	500
Two Quarantine Officers.....	150	150
Harbor Master and Ship's Husband.....	700	700
Inspector Whale Factories.....		1,000
Inspector Pickled Fish.....		600
	<u>\$8,022 00</u>	<u>\$11,082 00</u>
(g) Department of Public Works.		
The Government Engineer.....	\$2,000 00	\$2,000 00
The Secretary.....	1,200	1,200
The First Clerk.....	900	900
The Second Clerk.....	700	700
The Third Clerk.....	600	600
The Superintendent of Public Works.....	1,000	1,000
Assistant.....		600
The Inspector of Districts outside St. John's.....	1,000	1,000
Two Road Inspectors.....	1,400	1,400
Messenger.....	400	400
Typewriter.....	250	250
	<u>\$9,450 00</u>	<u>\$10,050 00</u>
(h) Department of Auditor General.		
First Clerk and Assistant Auditor.....	\$1,000 00	\$1,000 00
Messenger.....	50	50
Clerk and Typewriter.....	400	400
	<u>\$1,450 00</u>	<u>\$1,450 00</u>

II.—Civil Government (continued).

CONTINGENCIES (Detail).	CONTINGENCIES.	
	Estimate 1904—1905.	Estimate 1905—1906.
Government House.		
Stationery.....	\$300 00	\$300 00
Telegrams.....	500	500
Sundries, including Telephone.....	200	200
Governor's Travelling Expenses.....	1,000	1,000
	\$2,000 00	\$2,000 00
Department of Colonial Secretary.		
Printing and Gazetting and Stationery.....	\$3,000 00	\$2,400 00
Telegrams, including Associated Press Message.....	1,000	2,000
Sundries:—Cab-hire, Cartage, Small Freights, Crown Agents' Account, Meteorological Register and Telephones and Wolf Act.....	350	800
Standard Sets Weights and Measures and Renewals.....	400	300
Royal Naval Reserve.....	15,000	15,000
	\$19,750 00	\$20,500 00
Department of Justice.		
Stationery.....	\$100 00	\$100
Telegrams.....	125	125
Sundries, including Telephone.....	375	375
	\$600 00	\$600 00
Department of Finance.		
Printing and Stationery.....	\$650 00	\$650 00
Telegrams.....	125	125
Sundries, including Telephone.....	565	565
	\$1,340 00	\$1,340 00
Department of Agriculture and Mines.		
Printing and Stationery.....	\$700 00	\$700
Repairs of Instruments.....	325	325
Museum requirements.....	200	200
Maps and advertising abroad.....	200	200
Telegrams and Postage.....	100	100
Sundries, including Telephone, Charwoman, etc.....	360	360
Chemicals for Analyst.....	150	150
	\$2,035 00	\$2,035 00
Department of Marine and Fisheries.		
Printing and Stationery.....	\$750 00	\$850 00
Telegrams and Telephone.....	400	400
Books for Library.....	250	250
Sundries, including Telephone for Mercantile Marine Office.....		
	\$1,400 00	\$1,500 00
Department of Public Works.		
Printing and Stationery.....	\$750 00	\$750 00
Telegrams and Postage.....	150	150
Sundries, including Telephone and Taxes.....	450	450
Travelling Expenses and Assistance.....	1,000	1,000
Cash Notes.....	2,500	2,500
Legal Expenditures <i>re</i> Roads.....	500	
	\$5,350 00	\$4,850 00

II.—Civil Government (concluded).

CONTINGENCIES (Detail).	CONTINGENCIES.	
	Estimate 1904—1905.	Estimate 1905—1906.
Auditor's Office.		
Printing and Stationery, including Account Books and Printing Report	\$125 00	\$125 00
Postage and Telegrams	25	25
Sundries, including Telephone.....	100	100
Expenses in connection with Inquiries.....		500
	\$250 00	\$750 00
Total Contingencies (ordinary).....	\$32,725 00	\$33,575 00
Fuel and Light.		
Government House, including Fireman's Salary and Taxes.....	\$3,500 00	\$3,550 00
Customs Building: Fuel, Light, Rent and Taxes.....	1,300	1,350
Post Office: do do	1,600	1,650
Departmental Building: do do	840	900
	\$7,240 00	\$7,450 00
Insurance and Keepers.		
Insurance on Public Buildings.....	\$4,200 00	\$4,200 00
Customs Building: Keeper and Fireman \$312; Cleaning \$208; Sundries \$100; Fireman and Keeper for Queen's Wharf Building \$104.....	700	724
Departmental Building Keeper \$300; Cleaning \$220; Night-Watchman and Sundries \$230	750	750
	\$5,650 00	\$5,674 00
Repairs Public Buildings.		
Custom House, Harbor Grace	\$100 00	\$100 00
Government House Buildings and Grounds	1,500	2,200
Imperial Property	300	300
Kerosene Oil Store Expenses: Keeper's Salary, and Commission 5 per cent.....	200	200
Kerosene Oil Store, for repairs.....	150	150
Ross's Valley Hospital	100	100
Harbor Grace Hospital.....	50	200
Post Office and Customs Building, Carbonear.....	250	250
Customs Building, St. John's.....	800	1,500
Temporary Buildings	150	150
To attendance on Clocks in Public Offices and Town Clock	200	200
Departmental Building	500	1,100
General Post Office	1,000	1,000
Government House: Maintenance of furniture and general furnishing	300	300
Cabot Tower, repairs.....	50	300
St. John's Court House.....		300
New Diphtheria and Fever Hospital.....		200
Total for repairs	\$7,565 00	\$8,550 00
Total Contingencies Account of Public Buildings	\$20,455 00	\$21,674 00

III.—Pensions.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Pensions to individuals as per detail (A).....	\$11,126 00	\$11,586 00

DETAIL (A).

Name of Pensioner.	Nature of Service at time of Retirement.	Estimate 1904—1905.	Estimate 1905—1906.
D. W. Prowse.....	Judge Central District Court	\$1,200 00	\$1,200 00
G. Q. Hunt.....	Stipendiary Magistrate, Burgeo.....	250	250
P. Carty.....	Inspector of Police.....	1,440	1,440
J. T. Nevill.....	Inspector of Lighthouses, etc.....	1,000	1,000
G. LeMessurier...	C. C. and Accountant, General Post Office ..	750	.....
G. T. Thompson..	Registration Clerk, General Post Office	300	300
W. White.....	First Landing Waiter, H. M. Customs.....	600	600
T. W. Gaden	Tide Surveyor, H. M. Customs	300	300
C. Callahan.....	Night Boat, St. John's	300	300
J. G. Lucas.....	Sub-Collector, Fogo	400	400
H. J. Haddon.....	Preventive Officer, Fortune	200	200
A. Simms.....	Preventive Officer, Trepassey.....	280	.....
Capt. J. Hagen ..	Light Keeper, Cape St. Francis.....	300	300
William Collins..	“ St. Mary's.....	280	280
Rebecca Oke.....	Service of husband, Mechanician.....	100	100
John Sexton.....	Attendant Lunatic Asylum.....	180	180
Widow Buckley..	} Husbands killed whilst giving service at } “ Fennessey { fire	116	116
		80	80
L. T. Chancey....	Sub and Acting Sheriff.....	600	600
R. P. Rice.....	Stipendiary Magistrate, Greenspond.....	300	.....
Mrs. Stentaford..	Postmistress.....	180	180
C. Prowse.....	Light Keeper	250	250
J. H. Watson.....	Landing Surveyor.....	700	700
Peter Martin	Light Keeper and Engineer at Green Island	240	240
Robert Oakley....	Light Keeper at Little Denier..	240	240
Mark Rowsell	Light Keeper at Cape John	240	240
J. Colburne.....	Postmaster and Return'g Officer, Twillingate	150	.....
Miss M. Buchanan	Postmistress, Trinity	150	150
J. Bartlett.....	Collector of Customs, Brigus .....	.....	400
R. Ryan	Turnkey, Penitentiary.....	.....	500
J. Fleet	Warden, do .....	.....	320
E. Abbott.....	Light House Keeper, Wadham.....	.....	240
E. Dicks	do Boar Island .....	.....	240
J. W. Oakley.....	do Puffin Island.....	.....	240
		\$11,126 00	\$11,586 00

IV.—Administration of Justice.

AMOUNT TO BE VOTED AS PER STATEMENT A., \$141,898.33.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1904—1905.	Estimate 1905—1906.
Supreme Court.....	(a)	\$14,331 00	\$15,331 00
District Courts	(b)	2,835	2,835
Magistracy.....	(c)	18,096	18,096
Constabulary (1) Police	(d)	50,020 33	50,990 33
Constabulary (2) Fire Department	(d)	20,785	20,785
St. John's Penitentiary	(e)	12,836	14,436
Court Houses and Gaols	(f)	10,608	10,683
Local Constables	(g)	1,542	1,092
Miscellaneous	(h)	7,520	7,650
		<u>\$138,573 33</u>	<u>\$141,898 33</u>
B.—Expenditure authorized by Statute:—			
Supreme Court :			
Salary of Chief Justice.....		\$5,000 00	\$5,000 00
Salary of Judges (two at \$4,000).....		8,000	8,000
Sheriff		1,500	1,500
District Courts :			
Salary of Judge at St. John's.....		2,400	2,400
Salary of Judge at Harbor Grace		1,200	1,200
		<u>\$18,100 00</u>	<u>\$18,100 00</u>
SUMMARY.			
A.—Amount to be Voted		\$138,573 33	\$141,898 33
B.—Authorized by Statute.....		18,100	18,100
		<u>\$157,673 33</u>	<u>\$159,998 33</u>

DETAIL.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Supreme Court.		
Salaries :		
Chief Clerk.....	\$2,600 00	\$2,600 00
Deputy Registrar and First Clerk.....	1,200	1,200
First Assistant Clerk.....	600	600
Second Assistant Clerk.....	500	500
Stenographer	300	300
Sub-Sheriff	800	800
Crier and Tipstaff.....	500	500
Typewriter for Deeds in Registry of Deeds Office.....	400	400
Two Messengers (one at \$311, and one at \$144).....	456	456
Bailiffs in Outports and Special Constables payable on certificate of Sheriff.....		400
	<u>\$7,356 00</u>	<u>\$7,756 00</u>

IV.—Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Supreme Court (concluded).		
Contingencies—		
Balliffs (serving summonses, attendance Supreme Court) ..	\$200 00	\$200 00
Stationery.....	600	600
Printing.....	100	100
Telegrams, Telephones and Postage.....	100	100
Additional attendance and clerical assistance	250	250
Travelling and other expenses of Judges—		
Judges whilst on Circuit and on board steamer to be paid at the rate of \$6.00 per day.....	} \$600 00	
Judges whilst on Circuit and on board train to be paid at the rate of \$10.00 per day, said amounts payable upon certificate of Minister of Justice.....		
Sheriff, in lieu of travelling expenses certificate as above, at the rate of \$5.00 per day.....	300 00	2,800
Clerk, in lieu of travelling expenses certificate as above, at the rate of \$5.00 per day.....	200 00	
Crier, in lieu of travelling expenses, \$3.00 per day	200 00	
Other expenses attached to Circuit, including portion of <i>Fiona's</i> expenses.....	1,500 00	
Sundries	25	25
	<u>\$4,075 00</u>	<u>\$4,075 00</u>
Fuel, Light and Supplies—		
Fuel, Light, Cleaning, Supplies and Taxes.....	\$2,500 00	\$3,500 00
Total for Supreme Court.....	<u>\$14,331 00</u>	<u>\$15,331 00</u>
(b) District Courts.		
Salaries—		
Clerk of the Peace, St. John's.....	\$1,000 00	\$1,000 00
Clerk of the Peace, Harbor Grace.....	585	585
Keeper of Court House, Harbor Grace	50	50
	<u>\$1,635 00</u>	<u>\$1,635 00</u>
Contingencies—		
Stationery (St. John's and Harbor Grace).....	} \$150 00	
Printing.....		
Telegraphs, Telephones and Postage	} \$250 00	\$1,200 00
Travelling expenses of Judge Central District Court when outside the district, payable on certificate of Minister of Justice.....		
Travelling expenses of Judge Harbor Grace District Court, payable on certificate of Minister of Justice	\$225 00	\$1,200 00
Personal allowances to Judges when called upon to perform duties in places outside their district, payable on certificate of Minister of Justice, notwithstanding anything in the Audit Act to the contrary		
Sundries		
	<u>\$1,200 00</u>	<u>\$1,200 00</u>

APPENDIX.

11

IV.—Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(b) District Courts (concluded).		
Fuel, Light and Supplies—		
Fuel, Light, Supplies and Cleaning Court House.....		
Matron and Assistant, Police Station.....		
Total for District Courts.....	\$2,835 00	\$2,835 00
(c) Magistracy.		
Salaries—		
Magistrate at Little Bay and Pilley's Island	\$750 00	\$750 00
“ Twillingate.....	750	750
“ Greenspond	750	750
“ Bonavista	500	500
“ Trinity	875	875
“ Ferryland	750	750
“ Trepassey	540	540
“ St. Mary's.....	450	450
“ Fogo	300	300
“ Harbor Main.....	300	300
“ Placentia	750	750
“ Presque	450	450
“ Oderin	450	450
“ Burin	750	750
“ Harbor Breton.....	416	416
“ Channel	750	750
“ St. George's	875	875
“ Bay of Islands	875	875
“ Bonne Bay	875	875
“ Grand Bank.....	750	750
“ Brigus	750	750
“ Bell Island	750	750
“ Carbonear	1,000	1,000
“ Old Perlican.....	630	630
“ LaScie	360	360
	\$16,396 00	\$16,396 00
Contingencies—		
Stationery		
Telegrams		
Printing.....	\$600 00	\$600 00
Travelling expenses of Magistrates, payable on certificate of Minister of Justice (notwithstanding anything in the Contingency Act to the contrary)	\$600 00	
Personal allowances to Magistrates when on special duty, payable on certificate of Minister of Justice (notwithstanding anything in the Audit Act to the contrary).....	\$500 00	
	1,100	1,100
	\$18,096 00	\$18,096 00
(d) Constabulary—(i) Police.		
Salaries—		
The Inspector General	\$2,000 00	\$2,000 00
The Superintendent.....	1,000	1,000
Secretary and Accountant.....	500	500
	\$3,500 00	\$3,500 00

IV.—Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(d) Constabulary—(1) Police (concluded).		
Salaries—		
2 District Inspectors at \$600	\$3,150 00	\$3,150 00
3 Head Constables at \$500, 1 Head Constable at \$450... }	4,820	4,820
9 Sergeants at \$380, 4 Acting Sergeants at \$350.....	23,790	23,790
78 Constables at \$305		
Special Services, payable on certificate of Minister of Justice	275	275
	<u>\$32,035 00</u>	<u>\$32,035 00</u>
Total Salaries, Constabulary.....	<u>\$35,535 00</u>	<u>\$35,535 00</u>
Supplies—		
Arms, Ammunition and Saddlery.....	\$150 00	\$120 00
Fuel and Light to men.....	2,300	2,300
Fuel and Light allowance to men in St. John's, Harbor Grace and Carbonar.....	1,394	1,394
Fuel and Light to barracks.....	1,500	1,500
Uniform, accoutrements and bedding	3,100	3,100
Allowance to mounted men and Drill Instructor.....	148	148
Purchase of or forage for one horse (payable on certificate of Minister of Justice).....	200	200
	<u>\$8,792 00</u>	<u>\$8,762 00</u>
Repairs—		
Repairs, painting barracks.....	\$700 00	\$1,500 00
Rent—		
Rent, Outport barracks.....	\$1,000 00	\$1,000 00
Conveyance—		
Transfer and Travelling Expenses.....	\$500 00	\$500 00
Contingencies -		
Printing and Stationery.....	\$160 00	\$160 00
Telephones and Telegrams	310	310
Sundries—Sewerage, Water Rates and Rifle Range.....	560	560
	<u>\$1,030 00</u>	<u>\$1,030 00</u>
Annuities—		
Allowance to one man, \$333.33	\$333 33	\$333 33
“ three men, at \$280.....	840	840
“ three men, at \$240.....	720	720
“ three men, at \$200.....	400	600
“ one man, at \$170.....	170	170
	<u>\$2,463 33</u>	<u>\$2,663 33</u>
Total for Constabulary—(1) Police.....	<u>\$50,020 33</u>	<u>\$50,990 33</u>
(d) Constabulary—(2) Fire Department.		
Salaries—		
5 Chief Officers—one at \$400, two at \$700, and \$550.....	\$2,900 00	\$2,900 00
2 Sergeants at \$420	840	840
2 Engineers at \$420	840	840
17 Constables at \$365.....	6,205	6,205
Typewriter, etc.....	200	200
	<u>\$10,985 00</u>	<u>\$10,985 00</u>

IV.—Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(d) Constabulary—(2) Fire Department (concluded).		
Pension—		
One man		
Supplies—		
Uniforms and accoutrements	\$800 00	\$800 00
Fuel and light for stations.....	1,500	1,500
Forage and up-keep and purchase of horse (payable on certificate of Minister of Justice).....	2,800	2,800
	<u>\$5,100 00</u>	<u>\$5,100 00</u>
Repairs—		
Repairs to building, painting, furnishing, etc. (payable on certificate of Minister of Justice).....	\$550 00	\$550 00
Additional Aid—		
Reserve men, three stations	\$650 00	\$650 00
Subsidy to Southside men.....	200	200
	<u>\$850 00</u>	<u>\$850 00</u>
Machinery—		
2,000 feet hose, carriage, up-keep of the chemical engine, harness, ladders, etc	\$2,200 00	\$2,200 00
Medical attendance—		
Dr. Rendell, Physician to Police and Police Stations, and Post Mortem Examiner at Morgue.....	\$500 00	\$500 00
Contingencies—		
Printing, Stationery.....	\$50 00	\$50 00
Telephones	160	160
Ground Rents, etc	90	90
Sundries' Account	200	200
	<u>\$500 00</u>	<u>\$500 00</u>
Insurance—		
Insurance of Men.....	\$100 00	\$100 00
Total for Fire Department.....	<u>\$20,785 00</u>	<u>\$20,785 00</u>
(e) St. John's Penitentiary.		
Salaries—		
Superintendent.....	\$1,200 00	\$1,200 00
Superintendent, for rations (notwithstanding anything to the contrary in the Audit Act).....	300	300
Deputy Superintendent and Book-keeper.....	450	450
Chief Warden.....	500	500
Turnkeys (two at \$400, one at \$360).....	1,160	1,160
Orderly	260	260
Matron.....	300	300
Watchman	366	366
	<u>\$4,536 00</u>	<u>\$4,536 00</u>

IV.—Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(e) St. John's Penitentiary (concluded).		
Industries—		
Instructor for Industries.....	\$400 00	\$400 00
Material for brooms, etc.....	3,200	4,200
Accountant, notwithstanding anything to the contrary in Sec. 34, Audit Act	200	200
	<u>\$3,800 00</u>	<u>\$4,800 00</u>
Contingencies—		
Stationery and Printing	\$50 00	\$50 00
Sundries	50	50
	<u>\$100 00</u>	<u>\$100 00</u>
Supplies and Maintenance—		
Food, etc.....	\$1,750 00	\$2,050 00
Clothing, including washing.....	300	300
Sundries	450	450
	<u>\$2,500 00</u>	<u>\$2,800 00</u>
Fuel and Light—		
Fuel and Light	\$1,000 00	\$1,000 00
Repairs—		
Repairs	\$600 00	\$1,200 00
New Boiler for heating.....	300	
	<u>\$12,836 00</u>	<u>\$14,436 00</u>
(f) Court Houses and Gaols.		
Salaries—		
Gaoler at Little Bay.....	\$40 00	\$40
" Twillingate.....	40	40
" Greenspond	84	84
" Bonavista	40	40
" Trinity	40	40
" Harbor Grace	450	450
" Ferryland	140	140
" Brigus	60	60
" Placentia.....	140	140
" Burin.....	40	40
" Harbor Breton	40	40
" Channel	40	40
Gaol Surgeon, Harbor Grace.....	125	125
Turnkey, Harbor Grace Gaol	254	254
	<u>\$1,533 00</u>	<u>\$1,533 00</u>
Fuel and Light—		
Fuel and Light	\$2,000 00	\$2,100 00
Repairs—		
To Outport Court Houses and Gaols.....	\$2,500 00	\$2,500 00
Painting Twillingate Court House.....		
Fences to Placentia and Bell Island and Trinity Court Houses	825	800
	<u>\$3,325 00</u>	<u>\$3,300 00</u>

IV.—Administration of Justice (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(f) Court Houses and Gaols (concluded).		
Supplies—		
Rent Outport Court Houses.....	\$400 00	\$400 00
Prisoner's diet.....	1,300	1,300
Clothing and Washing.....	400	400
Cleaning.....	300	300
Furnishing.....	600	600
Incidentals.....	400	400
Wages.....	350	350
	\$3,750 00	\$3,750 00
Total for Court Houses and Gaols.....	\$10,608 00	\$10,683 00
(g) Local Constables.		
Salaries—		
Lower Island Cove.....	\$56 00	\$56 00
Brigus.....	116	116
Harbor Main.....	90	90
Tickle Cove.....	56	56
Salvage.....	56	56
Ferryland.....	116	116
Fermeuse.....	56	56
Trepassey.....	90	90
Lamaline.....	56	56
Renews.....	50	50
St. Lawrence.....	50	50
Spaniard's Bay.....	50	50
Hant's Harbor.....	50	50
Red Island.....		50
Rose Blanche.....		50
Portugal Cove.....		50
Blackhead.....		50
Total for Local Constables.....	\$892 00	\$1,092 00
(h) Miscellaneous.		
Prosecutions, Investigations and Civil Actions—		
Conveyance of prisoners, fees and expenses of witnesses, printing, payment of jurors, legal fees, etc.....	\$6,000 00	\$6,000 00
Registration of jurors.....	870	1,000
	\$6,870 00	\$7,000 00
Enquiries—		
Under "Public Enquiries' Act".....	\$250 00	\$250 00
Inquests—		
Expenses <i>re</i> Inquests.....	\$400 00	\$400 00
Total for Miscellaneous.....	\$7,520 00	\$7,650 00

V.—Legislation.

AMOUNT TO BE VOTED, \$31,365.00.

	Estimate 1904—1905.	Estimate 1905—1906.
Legislative Council	\$5,770 00	\$6,570 00
House of Assembly	17,770	19,670
General	5,125	5,125
	<u>\$28,665 00</u>	<u>\$31,365 00</u>

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Legislative Council.		
Salaries—		
The President	\$240 00	\$240 00
Eighteen Councillors, at \$120 each.....	2,160	2,160
The Clerk	600	600
The Gentleman Usher of the Black Rod.....	600	600
Three Reporters: one at \$200, two at \$175	550	700
Three Doorkeepers: one at \$200, two at \$100.....	400	400
Page	35	35
	<u>\$4,585 00</u>	<u>\$4,735 00</u>
Printing—		
Journals, including binding	\$300 00	\$300 00
Debates	250	900
Miscellaneous Papers.....	250	250
	<u>\$800 00</u>	<u>\$1,450</u>
Contingencies—		
Newspapers, including binding	\$75 00	\$75 00
Telegrams and Postage	10	10
Tradesmen's accounts, fittings, &c	100	100
Stationery	100	100
Sundries	100	100
	<u>\$385 00</u>	<u>\$385 00</u>
Total for Legislative Council.....	<u>\$5,770 00</u>	<u>\$6,570 00</u>
(b) House of Assembly.		
Salaries—		
Speaker	\$750 00	\$750 00
Chairman of Committees	300	400
Thirty-six members.....	7,900	8,300
Clerk	750	750
Assistant Clerk	500	500
Sergeant-at-Arms	400	400
Supervisor of Debates	300	450
Carried forward.....	<u>\$10,900 00</u>	<u>\$11,550 00</u>

V.—*Legislation* (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(b) House of Assembly (concluded).		
Brought forward.....	\$10,900 00	\$11,550 00
Salaries—		
Six Reporters, at \$150 each.....	750	900
Five Doorkeepers, at \$100 each.....	500	500
Three Messengers, at \$100 each.....	300	300
Attendant.....		100
Two Pages, at \$50 each.....	100	100
Opposition Doorkeeper.....	100	100
	\$12,650 00	\$13,550 00
Printing—		
Journal, printing.....	\$1,000 00	\$1,000 00
Binding.....	300	300
Debates.....	1,200	2,200
Miscellaneous Papers.....	1,000	1,000
	\$3,500 00	\$4,500 00
Contingencies—		
Newspapers.....	\$500 00	\$500 00
Telegrams and Postage.....	120	120
Stationery.....	250	250
Tradesmen's accounts.....	250	250
Sundries.....	500	500
	\$1,620 00	\$1,620 00
Total for House of Assembly.....	\$17,770 00	\$19,670 00
(c) General.		
Salaries—		
Law Clerk.....	\$750 00	\$750 00
Engrossing.....	320	320
Fireman.....	260	260
Keeper of Building.....	300	300
	\$1,630 00	\$1,630 00
Printing—		
Printing and Binding.....	\$1,000 00	\$1,000 00
Gazetting Acts.....	400	400
	\$1,400 00	\$1,400 00
Fuel, Light, etc.—		
Fuel and Light.....	\$750 00	\$750 00
Attendance, cleaning, sundries.....	200	200
Repairs.....	500	500
	\$1,450 00	\$1,450 00
Library—		
The Librarian.....	\$350 00	\$350 00
For Purchase of Books.....	250	250
Printing and Stationery.....	20	20
Contingent expenses.....	25	25
	\$645 00	\$645 00
Total for General.....	\$5,125 00	\$5,125 00

VI.—*Education.*

TO BE VOTED AS PER STATEMENT A., \$3,500.00.

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1904—1905.	Estimate 1905—1906.
Contingencies		\$1,500 00	\$1,500 00
Extra Grant.....		1,000	1,000
Augmentation Grant and Superior Schools		7,500	.....
Teachers' Pension Fund		1,000	1,000
		\$11,000 00	\$3,500 00
B.—Expenditure authorized by Statute.			
Scholarships	(a)	\$600 00	\$600 00
Pensions	(b)	300	300
Grants to Boards	(c)	107,385 52	133,827 54
Destitute Places	(d)	6,103 31	9,000
Higher Education.....	(e)	5,851 62	9,194 13
Pupil Teachers	(f)	6,197 29	8,500
Augmentation.....	(g)	30,942 02	52,500
Colleges.....	(h)	10,761 91	13,451 93
Inspection (a) Salaries	(i)	7,560	7,560
(b) Additional		1,122 45	1,122 45
Industrial Education	(j)	3,000	3,767 61
Council of Higher Education.....	(k)	5,500	5,500
		\$185,324 12	\$245,323 66
SUMMARY.			
A.—To be Voted		\$11,000 00	\$3,500 00
B.—Authorized by Statute.....		185,324 12	245,323 66
Total		\$196,324 12	\$248,823 66

VI.—*Education* (continued).

DETAIL.

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Contingencies—		
Stationery and Printing (ordinary), and for Matriculation Examinations, etc	\$500 00	\$500 00
Printing reports of Inspectors of Education.....	1,000	1,000
	\$1,500 00	\$1,500 00
Grant for places not included in census, and other contingent expenses	1,000	1,000
Augmentation Grant and Superior Schools	7,500	.....
Teachers' Pension Fund.....	1,000	1,000
Total (A)	\$11,000 00	\$3,500 00

B.—Expenditure Authorized by Statute.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Scholarships.		
The Diamond Jubilee Scholarship	\$600 00	\$600 00
(b) Pensions.		
James Munn.....	\$300 00	\$300 00
(c) Grants to Boards.		
Roman Catholic	\$37,157 82	\$46,307 36
Church of England.....	35,700 14	44,490 74
Methodist	30,018 09	37,409 56
Salvation Army.....	3,224 39	4,018 37
Presbyterian.....	732 02	912 26
Congregational	466 50	581 36
Other Denominations	86 56	107 89
	\$107,385 52	\$133,827 54

VI.—*Education* (continued).

DETAIL (continued).

B.—Expenditure Authorized by Statute.	Estimate 1904—1905.	Estimate 1905—1906.
(d) Destitute Places.		
Roman Catholic	\$2,111 89	\$3,114 20
Church of England	2,029 04	2,992 04
Methodist	1,706 10	2,515 82
Salvation Army.....	183 26	270 24
Presbyterian	41 60	61 34
Congregational	26 51	39 10
Other Denominations	4 91	7 26
	\$6,103 31	\$9,000 00
(e) Higher Education.		
Roman Catholic	\$2,024 79	\$3,181 37
Church of England	1,945 36	3,056 57
Methodist	1,635 73	2,570 08
Salvation Army.....	175 71	276 07
Presbyterian	39 89	62 67
Congregational	25 42	39 94
Other Denominations	4 72	7 43
	\$5,851 62	\$9,194 13
(f) Pupil Teachers.		
Roman Catholic	\$2,144 40	\$2,941 19
Church of England	2,060 28	2,825 81
Methodist	1,732 36	2,376 05
Salvation Army.....	186 08	255 22
Presbyterian	42 25	57 94
Congregational	26 92	36 93
Other Denominations	5 00	6 86
	\$6,197 29	\$8,500 00
(g) Augmentation.		
Roman Catholic	\$10,706 64	\$18,166 19
Church of England	10,286 62	17,453 54
Methodist	8,649 40	14,675 62
Salvation Army.....	929 08	1,576 38
Presbyterian	210 92	357 88
Congregational	134 42	228 07
Other Denominations	24 94	42 32
	\$30,942 02	\$52,500 00
(h) Colleges.		
Roman Catholic	\$3,723 86	\$4,654 39
Church of England	3,577 78	4,472 22
Methodist	3,008 34	3,760 41
Salvation Army.....	323 14	403 93
Presbyterian.....	73 36	91 70
Congregational	46 76	58 44
Other Denominations	8 67	10 84
	\$10,761 91	\$13,451 93

VI.—*Education* (concluded).

DETAIL (concluded).

B.—Expenditure Authorized by Statute.	Estimate 1904—1905.	Estimate 1905—1906.
(i) Inspection.		
<i>(a) Salaries—</i>		
Roman Catholic Superintendent	\$1,620 00	\$1,620 00
Roman Catholic Superintendent, Harbor Grace.....	1,300	1,300
Church of England Superintendent	1,630	1,620
Church of England Assistant	700	700
Methodist Superintendent.....	1,620	1,620
Methodist Assistant.....	700	700
	<u>\$7,560 00</u>	<u>\$7,560 00</u>
<i>(b) Additional—</i>		
Roman Catholic	\$84 32	\$84 32
Church of England	566 47	566 47
Methodist	107 05	107 05
Salvation Army.....	260 70	260 70
Presbyterian.....	59 19	59 19
Congregational	37 72	37 72
Other Denominations	7 00	7 00
	<u>\$1,122 45</u>	<u>\$1,122 45</u>
(j) Industrial Education.		
Roman Catholic	\$1,038 07	\$1,303 67
Church of England	907 35	1,252 53
Methodist	838 61	1,053 18
Salvation Army.....	90 08	113 13
Presbyterian.....	20 45	25 68
Congregational	13 03	16 37
Other Denominations	2 41	3 05
	<u>\$3,000 00</u>	<u>\$3,767 61</u>
(k) Council of Higher Education.		
Amount of Grant	\$5,500 00	\$5,500 00
	<u>\$185,324 12</u>	<u>\$245,323 66</u>

VII.—Public Charities.

AMOUNT TO BE VOTED \$223,491.00.

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1904—1905.	Estimate 1905—1906.
SUMMARY.			
Relief of the Poor (proper)	(a)	\$142,687 00	\$142,792 00
In aid of Charitable Societies	(b)	6,472	7,972
Lunatic Asylum—Salaries and Maintenance	(c)	32,104	30,604
General Hospital—Salaries and Maintenance	(d)	19,685	19,685
Poor Asylum—Salaries and Maintenance	(e)	13,086	13,086
Public Health—St. John's and Outports	(f)	6,452	7,452
Lazaretto, St. John's	(g)	1,900	1,900
Total		<u>\$222,386 00</u>	<u>\$223,491 00</u>

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Relief of the Poor Department.		
Salaries—		
(a) 1. The Commissioner	\$1,500 00	\$1,500 00
2. St. John's Offices—		
The Inspector and Accountant.....	\$800 00	\$800 00
The Cashier	672	550
The Book-keeper.....	400	525
	<u>\$1,872 00</u>	<u>\$1,875 00</u>
3. Outport Offices—		
Relieving Officers—		
Kelligrews	\$40 00	\$40 00
Harbor Main	40	40
Brigus	100	100
Port-de-Grave	100	100
Bay Roberts	100	100
Harbor Grace.....	450	375
Spaniard's Bay		75
Carbonear	250	250
Different Division:		
Freshwater, Bay-de-Verde.....		
Broad Cove.....		
Western Bay		
Northern Bay.....	200	200
Lower Island Cove		
Bay-de-Verde		
Grate's Cove.....		
Old Perlican		
Hant's Harbor.....	60	60
Heart's Content	50	50
New Harbor.....	30	30
Carried forward.....	<u>\$1,420 00</u>	<u>\$1,420 00</u>

VII.—Public Charities (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Relief of the Poor Department (continued).		
Brought forward.....	\$1,420 00	\$1,420 00
Salaries—Relieving Officers (concluded)—		
Trinity	40	40
Britannia Cove	40	40
Catalina	60	60
Bonavista	40	40
King's Cove.....	60	60
Open Hall.....	40	40
Salvage.....	40	40
St. Brendan's.....	30	30
Wesleyville.....	60	60
James' Cove.....	40	40
Greenspond	40	60
Musgrave Harbor	20	20
Fogo	40	40
Twillingate	120	120
Exploits.....	40	40
St. Anthony.....	40	40
LaScie	40	40
Conche.....		20
Jackson's Arm.....		20
Labrador	30	30
Blanc Sablon	20	20
Flower's Cove	20	20
Bonne Bay	40	40
Bay of Islands.....	40	40
St. George's	60	60
Channel.....	40	40
Rose Blanche.....	40	40
LaPoile	40	40
Burgeo	60	60
Rencontre, West.....	40	40
Pushthrough	40	40
St. Jacques	40	40
Grand Bank.....	20	20
St. Lawrence	30	30
Lamaline.....	40	40
Fortune	20	20
Burin	50	50
Mortier Bay.....	30	30
Flat Island		12
Oderin	20	20
Presque	20	20
Harbor Buffett	40	40
Placentia	60	60
St. Mary's.....	60	60
Trepassey	40	40
Ferryland	40	40
Mobile	40	40
Witless Bay	40	40
Total Salaries, Outports	\$3,270 00	\$3,342 00
Total Salaries, St. John's	3,372	3,375
New Offices—		
Salaries if required for new offices established by Order in Council.....	200	200
Total Salaries.....	\$6,842 00	\$6,917 00

VII.—Public Charities (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Relief of the Poor Department (continued).		
(b) Medical Attendance to Paupers—		
1. Salaries—		
Four District Surgeons :		
St. John's, \$208.25 each	\$833 00	\$833 00
One District Surgeon :		
Harbor Grace.....	416	416
Placentia	60	60
Bay Roberts and Port-de-Grave.....	240	240
Burgeo	60	60
Channel	40	40
	\$1,649 00	\$1,649 00
2. Casual Attendance, Outports.....	3,000	3,000
3. Emergency Cases.....	700	700
Total Medical Attendance to Paupers.....	\$5,349 00	\$5,349 00
(c) Regular Relief—		
Permanent and Casual Poor :		
Widows, Orphans, Aged, Infirm.....	\$115,000 00	\$115,000 00
(d) Orphanages—		
Church of England—Male and Female	\$2,100 00	\$2,100 00
Roman Catholic—Female.....	2,850	2,850
Methodist—Female	600	600
Roman Catholic—Male	1,000	1,000
	\$6,550 00	\$6,550 00
(e) Pauper Lunatics	\$1,000 00	\$1,000 00
(f) Conveyance of Sick Poor.....	\$1,000 00	\$1,000 00
(g) Conveyance Sick Fishermen, Labrador.....	\$800 00	\$800 00
(h) Extraordinary Expenditure—		
Fire Sufferers, Artificial Limbs, etc	\$2,000 00	\$2,000 00
(i) Contingencies—		
Printing and Stationery.....	} \$705 00 }	} \$705 00 }
Postage and Telegrams		
Fuel and Light		
Sundries, Telephones, etc		
	\$705 00	\$705 00
(j) Rent	\$441 00	\$471 00
(k) Shipwrecked Crews—		
Shipwrecked Crews, including allowance for keeping accounts, \$100	\$3,000 00	\$3,000 00

VII.—Public Charities (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Relief of the Poor Department (concluded).		
RECAPITULATION.		
(a) Salaries—St. John's.....	\$3,372 00	\$3,375
“ —Outports	3,270	3,342
New Offices—Salaries if required for New Offices established by Order in Council	200	200
	\$6,842 00	\$6,917 00
(b) Medical Attendance to Paupers.....	5,349	5,349
(c) Permanent and Casual Poor	115,000	115,000
(d) Orphanages.....	6,550	6,550
(e) Expenses Pauper Lunatics.....	1,000	1,000
(f) Conveyance Sick Poor.....	1,000	1,000
(g) Conveyance Sick Fishermen, Labrador	800	800
(h) Extraordinary Expenditure	2,000	2,000
(i) Contingencies.....	705	705
(j) Rent	441	471
(k) Shipwrecked Crews	3,000	3,000
Total Expenditure Relief Poor Department.....	\$142,687 00	\$142,792 00
(b) Charitable Societies.		
Halifax Institute for the blind.....	\$1,950 00	\$1,950
“ “ for Deaf and Dumb.....	1,200	1,200
Incidental expenses, etc., <i>re</i> above	200	200
Dorcas Society, St. John's	230	230
“ Harbor Grace.....	120	120
“ Carbonear.....	116	116
“ Twillingate.....	100	130
St. John's Factory	462	462
Benevolent Irish Society, Industrial Department.....	231	231
General Protestant Industrial Society, St. John's	462	462
Ladies' St. Vincent de Paul, St. John's.....	231	231
“ “ “ Harbor Grace	120	120
Salvation Army Rescue Home	450	450
Food and Shelter Depot, S.A.	200	200
Harbor Grace Industrial School.....	400	400
R.N.M.D.S. Mission Hospital, Battle Hr., Labrador.....		500
“ “ “ Indian Hr., “		500
“ “ “ St. Anthony, Dist. St. Barbe.....		500
	\$6,472 00	\$7,972 00

VII.—Public Charities (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(c) Lunatic Asylum.		
Salaries—		
The Resident Physician	\$1,700 00	\$1,700 00
The Matron	450	450
Males—		
One at \$400.....\$400	.....	400
One at 360.....360	.....	360
Two at 312.....624	.....	624
One at 325.....325	.....	325
One at 310.....310	.....	310
One at 365.....365	4,854	365
Two at 300.....600	.....	600
Three at 290.....870	.....	870
Two at 270.....540	.....	540
One at 260.....260	.....	260
One at 200.....200	.....	200
Females—		
Three at \$144.....\$432	.....	432
Four at 120.....480	.....	480
Six at 108.....108	1,740	648
One at 96.....96	.....	96
One at 84.....84	.....	84
	<u>\$8,744 00</u>	<u>\$8,744 00</u>
Contingencies—		
Stationery.....	} \$200 00	\$200 00
Sundries		
	<u>\$200 00</u>	<u>\$200 00</u>
Supplies—		
Rations	\$12,500 00	\$12,500 00
Clothing	2,500	2,500
Incidentals, viz. : Medicines, Graves, Forage, Straw, Repairs to Furniture, etc.....	1,760	1,760
	<u>\$16,760 00</u>	<u>\$16,760 00</u>
Fuel and Light—		
Coal, etc	\$4,500 00	\$4,500 00
Repairs—		
Repairs	\$400 00	\$400 00
New Fence to Men's Ward .. .. .	.....	.....
Total for Lunatic Asylum	<u>\$32,104 00</u>	<u>\$30,604 00</u>
(d) General Hospital.		
Salaries—		
The Resident Physician.....	} \$1,900 00	\$1,900 00
Cab Hire.....		
The Assistant Physicians, two at \$180		
Seamen's Physicians, two at \$40		
The Matron		
The Superintendent of Nurses		
Messenger and Fireman.....		
Male Attendant (1).....		
Carried forward.....	<u>\$3,800 00</u>	<u>\$3,800 00</u>

VII.—Public Charities (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(d) General Hospital (concluded).		
Brought forward.....	\$3,800 00	\$3,800 00
Salaries—		
Seamstress	80	80
Laundresses, two at \$72	144	144
Housemaid	72	72
Nurses—		
One at \$96	96	96
One at 72	72	72
Two at 60	120	120
Probation Nurses—		
Twelve at \$48	576	576
Additional Help in Hospital and Laundry.....	100	100
To cover increase in salaries of Probationers	150	150
	<u>\$5,210 00</u>	<u>\$5,210 00</u>
Contingencies—		
Stationery	} \$75 00	\$75 00
Printing, Telegrams, Postage and Incidentals.....		
	<u>\$75 00</u>	<u>\$75 00</u>
Supplies—		
Rations	\$7,800 00	\$7,800 00
Medicines, Wines, Spirits	1,500	1,500
Clothing, Bedding, etc	500	500
Sundries	800	800
	<u>\$10,600 00</u>	<u>\$10,600 00</u>
Fuel and Light	\$2,800 00	\$2,800 00
Repairs	1,000	1,000
New Heating Apparatus.....		
Completion of Water Supply.....		
Total for General Hospital	<u>\$19,685 00</u>	<u>\$19,685 00</u>
(e) Poor Asylum.		
Salaries—		
The Superintendent.....	\$500 00	\$500 00
Allowance for Horse Hire	50	50
The Matron	150	150
The Attendant Physician.....	50	50
Two Male Attendants—one at \$280 ; one at \$40	320	320
Ten Female Attendants—one at \$108 ; five at \$90 ; four at \$72	846	846
One Nightwatchman	360	360
	<u>\$2,276 00</u>	<u>\$2,276 00</u>
Contingencies—		
Stationery	} \$110 00	\$110 00
Postage.....		
Sundries, including Telephone.....		
	<u>\$110 00</u>	<u>\$110 00</u>
Maintenance—		
Rations	\$6,600 00	\$6,600 00
Clothing and Bedding.....	950	950
Sundries, Utensils, Cab-hire, Cleaning, etc	800	800
	<u>\$8,350 00</u>	<u>\$8,350 00</u>

VII.—Public Charities (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(e) Poor Asylum (concluded).		
Fuel and Light	\$1,350 00	\$1,350 00
Repairs (ordinary).....	\$1,000 00	\$1,000 00
Total for Poor Asylum	\$13,086 00	\$13,086
(f) Public Health.		
ST. JOHN'S.		
Salaries—		
Public Health and Medical Health Officer.....	\$600 00	\$600 00
Attendant Physician, Fever Hospital.....	100	100
Matron, Fever Hospital	120	120
Inspector and Keeper of Office.....	360	360
Messenger	180	180
Two Nurses at \$72	144	144
Inspector of Meats.....	250	250
	\$1,754 00	\$1,754 00
Contingencies—		
Rent of Office, \$110; Fuel and Light, \$25; Cleaning, \$28.	\$163 00	\$163 00
Printing and Stationery	25	25
Doctors' Reports on Infectious Cases	130	130
Drugs, etc	25	25
Cab-hire, outlying ports.....	75	75
	\$418 00	\$418 00
Conveyance—		
For Conveyance, Burials, Graves	\$200 00	\$200 00
Total for St. John's	\$2,372 00	\$2,372 00
OUTPORTS.		
General—		
Quarantine	\$3,000 00	\$3,000 00
Doctors' Reports on Infectious Cases.....		
Medical Attendance and Nurses.....		
Medicines, Disinfectants, Fumigation		
Provisions and Clothing		
Medicines supplied to H. M. Ships for Sick Poor around the Island, and bonus to Doctors of said ships		
Sundries	\$3,000 00	\$3,000 00
Twillingate—		
Salary Keeper and Sundries	\$80 00	\$80 00
Labrador—		
Passages, Hire of Room, etc., for Doctor and Nurse	\$1,000 00	\$1,000 00
Medical Attendance and Medicine	1,000	1,000
	\$1,000 00	\$2,000 00
Total Outports.....	\$4,080 00	\$5,080 00
Total for St. John's	2,372	2,372
Total for Public Health	\$6,452 00	\$7,452 00

VII.—Public Charities (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(g) Lazaretto.		
ST. JOHN'S.		
Maintenance and Supplies -		
Rations	\$750 00	\$750 00
Medicines, Wines and Disinfectants.....	300	300
Sundries, Clothing, etc.....	150	150
	\$1,200 00	\$1,200 00
Fuel and Light	\$300 00	\$300 00
Repairs to Lazaretto	\$400 00	\$400 00
	\$1,900 00	\$1,900 00

VIII.—Lighthouses, Blockhouse, Noon & Fog Guns.

AMOUNT TO BE VOTED, \$66,413.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Lighthouses.		
Salaries	\$28,689 50	\$29,055 00
Maintenance	33,300	29,205
Contingencies	300	300
Repairs		4,715
	<u>\$62,279 50</u>	<u>\$63,275 00</u>
Blockhouse.		
Salaries	\$600 00	\$600 00
Maintenance	450	450
	<u>\$1,050 00</u>	<u>\$1,050 00</u>
Noon Gun.		
Salaries	\$48 00	\$48 00
Ammunition	290	290
Chronometer Time.....	100	100
	<u>\$438 00</u>	<u>\$438 00</u>
Fog Gun.		
Salaries	\$100 00	\$100 00
Ammunition	1,000	1,000
	<u>\$1,100 00</u>	<u>\$1,100 00</u>
Telephone Service in connection with Cape Spear, St. Francis, Fort Amherst and Signal Hill.....	\$500 00	\$500 00
Gas Light—King's Wharf	50	50
Total.....	<u>\$550 00</u>	<u>\$550 00</u>
Lighthouses—Salaries.		
Station :		
Gull Island—		
Keeper, \$416; Assistant, \$324.....	\$740 00	\$740 00
Courier.....	60	60
Nipper's Harbor—		
Keeper	300	300
Great Denier Island—		
Keeper	187 50	187 50
South End Long Island—		
Keeper, \$416; Assistant, \$324.....	740	740
Courier	60	60
Long Point, Twillingate—		
Keeper.....	416	416
Assistant	324	324
Wharf Light, Twillingate—		
Keeper.....	100	100
Bacalhao, North—		
Keeper.....	504	504
Queenstown—		
Keeper.....	300	300
Change Island—		
Keeper.....	260	260
Cann Island—		
Keeper.....	450	450
Carried forward	<u>\$4,441 50</u>	<u>\$4,441 50</u>

VIII.—Lighthouses, Blockhouse, &c. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Lighthouses—Salaries (continued).		
Brought forward.....	\$4,441 50	\$4,441 50
Station :		
Seldom-Come-By—		
Fog Alarm Keeper.....	416	416
Tilton Harbor—		
Keeper.....	75	75
Wadham Island—		
Keeper.....	504	504
Penguin Island—		
Keeper.....	504	504
Cabot Island—		
Keeper.....	504	504
Courier.....	90	90
Puffin Island -		
Keeper.....	360	360
Little Denier Island—		
Keeper.....	504	504
King's Cove Head—		
Keeper.....	200	200
Squarry Head—		
Keeper.....	120	120
Cape Bonavista—		
Keeper.....	416	416
Assistant.....	324	324
Green Island Light and Alarm—		
Keeper and Engineer.....	416	416
Assistant.....	324	324
Fort Point, Trinity—		
Keeper.....	120	120
Random Island—		
Keeper.....	504	504
Heart's Content—		
Keeper.....	200	200
Hant's Harbor—		
Keeper.....	120	120
Baccalieu, South—		
Keeper.....	648	648
Courier.....	56	56
Baccalieu—		
Fog Alarm Keeper and Assistant.....	416	504
Western Bay—		
Keeper Fog Station.....	504	504
Carbonear Island—		
Keeper.....	360	360
Harbor Grace Island—		
Keeper.....	360	360
Harbor Grace Beacon—		
Keeper.....	185	185
Bar Buoys.....	40	40
Green Point, Bay Roberts—		
Keeper.....	200	200
Brigus—		
Keeper.....	360	360
Cape St. Francis—		
Keeper.....	416	416
Engineer.....	416	416
Carried forward.....	\$14,103 50	\$14,191 50

VIII. - Lighthouses, Blockhouse, &c. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Lighthouses—Salaries (continued).		
Brought forward	\$14,103 50	\$14,191 50
Station :		
Fort Amherst—		
Keeper.....	416	416
Assistant	324	324
Leading Lights, St. John's—		
Keeper.....	320	320
Cape Spear—		
Keeper.....	416	416
Engineer	400	400
Assistant Keeper	324	324
Ferryland—		
Keeper.....	600	600
Powel's Head—		
Keeper	740	740
Cape Pine—		
Keeper.....	650	650
Cape LaHaye—		
Keeper.....	200	200
Cape St. Mary's—		
Keeper.....	416	416
Assistant	324	324
Courier	10	10
Point Verde—		
Keeper.....	360	360
Point Latina—		
Keeper.....	200	200
Long Island, Placentia—		
Keeper.....	504	504
Courier	60	60
Burin—		
Fog Bell Keeper	200	300
Dodding Head—		
Keeper.....	416	416
Assistant	324	324
St. Lawrence—		
Keeper.....	300	300
Lamaline—		
Keeper.....	120	120
Brunette—		
Keeper.....	416	416
Assistant	324	324
Grand Bank—		
Keeper.....	120	120
Garnish—		
Keeper.....	120	120
Belleoram —		
Keeper.....	120	120
Rocky Point—		
Keeper	120	120
Sagona—		
Keeper Fog Signal	60	60
Pass Island—		
Keeper.....	360	360
Gaultois—		
Keeper	120	120
Carried forward.....	\$23,487 50	\$23,675 50

VIII.—Lighthouses, Blockhouse, &c. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Lighthouses—Salaries (concluded).		
Brought forward.....	\$23,487 50	\$23,675 50
Station :		
Ramea Island—		
Keeper.....	504	504
Boar Island—		
Keeper.....	360	360
Ireland Island—		
Keeper.....	504	504
Rose Blanche—		
Keeper.....	360	360
Keeper Fog Alarm.....	416	416
Isle-aux-Morts—		
Keeper.....	100	100
Channel Range Lights and Buoys—		
Keeper.....	360	360
Channel Head Light and Fog Signal—		
Keeper.....	700	700
Sandy Point—		
Keeper.....	120	120
Bay of Island—		
Keeper.....	260	260
Lobster Cove Head—		
Keeper.....	504	504
Kepple Island—		
Keeper.....	200	200
Double Island—		
Keeper.....	504	504
Indian Tickle—		
Keeper.....	300	300
St. Michael's Head.....		187 50
Total.....	\$28,679 50	\$29,055 00
Lighthouses—Maintenance and Repairs.		
Maintenance—		
Gull Island.....	\$450 00	\$450 00
Nipper's Harbor.....	200	200
Long Island, Notre Dame Bay.....	350	350
Great Denier.....	100	60
Long Point, Twillingate.....	400	400
Wharf Light, Twillingate.....	30	30
Baccalhao, North.....	200	200
Queenstown.....	250	250
South End of Change Islands.....	350	250
Cann Island.....	800	200
Seldom-Come-By.....	500	500
Tilton Harbor.....	40	40
Wadham Island.....	300	300
Penguin Island.....	250	250
Cabot Island.....	400	400
Puffin Island.....	400	340
Little Denier.....	300	270
King's Cove Head.....	180	180
Squarrey Head.....	450	100
Cape Bonavista.....	400	400
Green Island Light and Alarm.....	1,400	1,200
Carried forward.....	\$7,750 00	\$6,370 00

VIII.—Lighthouses, Blockhouse, &c. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Lighthouses—Maintenance, etc. (continued).		
Brought forward.....	\$7,750 00	\$6,370 00
Maintenance—		
Fort Point, Trinity.....	130	130
Random Island.....	230	230
Heart's Content.....	150	150
Hant's Harbor.....	180	130
Baccalien, South.....	400	400
Baccalien Fog Alarm.....	500	600
Western Bay Fog Signal.....	1,000	750
Carbonear.....	250	200
Harbor Grace Island.....	465	465
Harbor Grace Beacon.....	250	250
Harbor Grace Beacon and Bar Buoys.....		
Green Point, Bay Roberts.....	150	150
Brigus.....	200	200
Cape St. Francis—Light and Alarm.....	1,750	1,400
Cape St. Francis—special for water pipes, \$100.....	200	100
Fort Amherst.....	400	400
Leading Lights, St. John's.....	420	420
Cape Spear—Light and Alarm.....	1,300	1,300
Ferryland.....	575	375
Powell's Head.....	2,130	2,130
Cape Pine.....	445	445
Point LaHaye.....	150	150
Cape St. Mary's.....	750	500
Point Verde.....	1,000	270
Point Latina.....	200	200
Long Island, Placentia.....	400	300
Burin Fog Bell.....	100	230
Dodding Head.....	500	500
St. Lawrence.....	300	300
Lamaline.....	850	200
Brunette.....	600	600
Grand Bank.....	100	100
Garnish.....	100	100
Belleoram.....	130	130
Rocky Point.....	180	130
Sagona Fog Gun.....	80	80
Pass Island.....	300	300
Gaultois.....	120	120
Ramea.....	300	250
Boar Island.....	260	260
Ireland Island.....	260	260
Rose Blanche.....	300	260
Rose Blanche Fog Alarm.....	500	500
Isle-aux-Morts.....	120	120
Channel Head Light and Signal.....	2,250	2,250
do and Buoys.....	570	200
Sandy Point.....	235	200
Bay of Islands.....	120	200
Lobster Cove Head.....	250	250
Kepple Island; special, \$200.....	400	400
Double Island, Labrador.....	300	300
Indian Tickle, Labrador.....	200	200
Carried forward.....	\$30,800 00	\$26,455 00

VIII.—*Lighthouses, Blockhouse, &c.* (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Lighthouses - Maintenance, etc. (concluded).		
Brought forward.....	\$30,800 00	\$26,455 00
Maintenance—		
General Lighthouses	2,500	2,500
Guiding Marks in Harbors on Treaty Coast (see report).....		250
For General Repairs and up-keep of the Service as per Special Report.....		4,715
Contingencies—		
Telegrams, Printing and Advertising, Stationery.....	300	300
	<u>\$33,600 00</u>	<u>\$34,220 00</u>
Blockhouse.		
Salaries—		
One man	\$300 00	\$300 00
One man	300	300
Maintenance—		
Fuel and Light	450	450
	<u>\$1,050 00</u>	<u>\$1,050 00</u>

IX.—Agriculture and Mines.

AMOUNT TO BE VOTED, \$23,620.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904-1905.	Estimate 1905-1906.
Surveys— Petty Surveys	\$1,500 00	\$1,500 00
Preservation of Sheep— Amount required for destroying dogs, cost of Proclamations, etc.....	120	120
Supplies— Supplies for Surveyors	8,000	8,000
Board of Agriculture.....	4,000	4,000
Exploration of Coal Areas.....	10,000	10,000
Total.....	\$23,620 00	\$23,620 00

X.—Marine and Fisheries.

AMOUNT TO BE VOTED, \$61,940.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
General.		
Protection, &c.—		
Salaries	\$5,000 00	\$5,000 00
Requirements Dildo and other Hatcheries	1,150	1,250
Herring Fishery Protection	800	800
Expenses S.S. <i>Fiona</i> (Customs Protection).....	20,000	20,000
Contingencies, viz.:—		
Travelling expenses Superintendent Fisheries.....	300	300
Repairs incubators and incidentals.....	150	150
Travelling expenses Inspector of Boilers	300	300
“ “ “ of Whaling Factories.....		300
Public Wharves—		
Public Wharves, repairs, keepers, rent and lights	650	800
Harbor Master—		
Harbor Master, St. John's, \$100; boatman, \$360	460	460
Night Boatman and Sundries.. ..	40	40
Examiner Masters and Mates—		
Instructors to Masters and Mates and Assistant Examiners	540	540
Cold Storage for Bait	5,000	5,000
Enforcement of Bait Laws and for Distribution of Bait.....	500	8,000
	\$35,590 00	\$42,940 00
Home Industries.		
Shipbuilding—		
Bounty on Ships built.....	\$4,000 00	\$4,000 00
Marine Works—		
Additional amount required.....	15,000 00	15,000 00
	\$54,590 00	\$61,940 00

XI.—Roads, Bridges, Ferries & Railways.

AMOUNT TO BE VOTED, \$174,154.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1904—1905.	Estimate 1905—1906.
Roads.			
Local, viz. :—			
District of St. Barbe.....		\$2,534 00	\$2,534 00
“ Twillingate		6,069	6,069
“ Fogo		2,360	2,360
“ Bonavista		6,413	6,413
“ Trinity		6,456	6,456
“ Bay-de-Verde.....		3,065	3,065
“ Carbonear.....		1,567	1,567
“ Harbor Grace		3,953	3,953
“ Brigus and Port-de-Grave.....		2,323	2,322
“ Harbor Main		2,964	2,964
“ St. John's East		6,710	6,710
“ St. John's West.....		5,765	5,765
“ Ferryland		1,777	1,777
“ Placentia and St. Mary's.....		4,740	4,740
“ Burin		3,245	3,245
“ Fortune Bay.....		2,730	2,730
“ Burgeo and LaPoile.....		2,185	2,185
“ St. George.....		2,835	2,835
Total for Local Roads		\$67,690 00	\$67,690 00
Main Lines	(a)	\$63,580 00	\$63,580 00
Construction and Repairs to Roads.....	(b)	\$20,000 00	\$20,000 00
Salaries	(c)	\$682 00	\$702 00
Lighting St. John's Streets and half cost of Southside, \$250	(d)	\$8,250 00	\$8,250 00
Total Roads.....		\$160,202 00	\$160,222 00
Ferries	(e)	\$9,090 00	\$9,682 00
Railways	(f)	\$4,250 00	\$4,250 00
Total	(g)	\$173,542 00	\$174,154 00
Total for Summary.			
A.—Roads		\$160,202 00	\$160,222 00
Ferries		9,090	9,682
Railways		4,250	4,250
Total		\$173,542 00	\$174,154 00

XI.—Roads, Bridges, Ferries, &c. (continued).

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Main Roads.		
Roads in the District of St. Barbe	\$2,225 00	\$2,225 00
Shoe Cove to LaScie.....	100	100
Round Harbor to Tilt Cove	75	75
Round Harbor to Snook's Arm	75	75
Snook's Arm to Bett's Cove	50	50
Bett's Cove to Rouge Harbor	90	90
Rouge Harbor to North-West Arm.....	65	65
Little Bay Mines towards Indian Brook	500	500
Jackson's Cove to King's Cove	100	100
Jackson's Cove to Birchy Cove and Colchester.....	65	65
Southern Harbor, Little Bay Island to Sulian's Cove.....	50	50
Lush's Bight to Ward's Harbor.....	100	100
Fortune Harbor to Cottrell's Cove	100	100
New Bay Head to Fortune	40	40
Exploits to Sergeant's Cove.....	40	40
Black Island Tickle to Kier's Cove.....	57	57
Moreton's Harbor to Chance Harbor.....	60	60
Moreton's Harbor to Western Head.....	115	115
Tizzard's Harbor to Carter's Cove.....	100	100
Tizzard's Harbor to Moreton's Harbor	100	100
Jenkins' Cove to French Beach.....	50	50
Rink Road, leading from Congregational Church to Bluff Head Cove	100	100
Twillingate to Bluff Head	50	50
Gillard's Cove, round Kettle Cove, connecting Purcell's Hr ...	230	230
Lowland Cove to Main.....	20	20
Little Harbor to Purcell's Harbor, across Marsh.....	50	50
Little Harbor to Jones' Cove	30	30
Darrell's Arm to Codjack's Arm	30	30
Twillingate to Little Harbor.....	100	100
Twillingate to Long Point	50	50
Hare Bay to Fogo.....	75	75
Barr'd Island to Fogo Road.....	178	178
Shoal Bay to Fogo	75	75
Tilton Harbor to Joe Batt's Arm (half way).....	120	120
Seldom-Come-By to Fogo.....	327	327
Rocky Bay to Gander Bay.....	74	74
North Side Ragged Harbor to North Side Apsey Cove.....	100	100
Cat Harbor to Musgrave Harbor	200	200
Cape Freels to Cat Harbor.....	100	100
Greenspond to Cape Freels	700	700
Shambler's Cove to New Harbor and Indian Bay	100	100
Shambler's to Loo Cove.....	100	100
Greenspond to English Harbor, or on the Landing place near English Harbor.....	150	150
Salvage Bay to Squid Tickle	50	50
Salvage Bay to Alexander Bay.....	50	50
Salvage Bay to Happy Adventure.....	100	100
Southern Bay to Goose Bay	50	50
Plate Cove to Shoal Harbor	750	750
Southern Bay to Goose Bay, via Sweet Bay.....	200	200
Riverhead, Southern Bay, towards Muddy Cove.....	100	100
Trinity to Indian Arm, Southern Bay.....	400	400
Plate Cove towards Brown's Marsh	125	125
Open Hall towards Brown's Marsh	100	100
Brown's Marsh towards King's Cove	125	125
Tickle Cove to Plate Cove	200	200
Carried forward.....	\$9,366 00	\$9,366 00

XI. -Roads, Bridges, Ferries, &c. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Main Roads (continued).		
Brought forward.....	\$9,366 00	\$9,366 00
King's Cove to Tickle Cove.....	200	200
Trinity to King's Cove.....	800	800
King's Cove to Bonavista.....	500	500
Amherst Cove to Catalina.....	300	300
Bonavista to Catalina.....	410	410
Bonavista to Bird Island Cove.....	100	100
Catalina to Bird Island Cove.....	200	200
Catalina to Little Catalina.....	50	50
Trinity to Catalina.....	720	720
Trinity to Pope's Harbor.....	500	500
Heart's Ease to Butter Cove.....	60	60
Hickman's Harbor to Britannia Cove.....	120	120
Dildo to Chance Cove.....	700	700
New Harbor to South Dildo.....	100	100
New Harbor to Broad Cove Station.....	200	200
New Harbor to Heart's Content.....	900	900
New Harbor to Spaniard's Bay.....	330	330
Glover Road.....	900	900
Whitbourne Road.....	400	400
Colinet, towards Hodge Waters.....	1,200	1,200
Whitbourne to South Dildo.....	400	400
Carbonear to Heart's Delight.....	200	200
Carbonear to New Perlican.....	1,200	1,200
New Perlican to Lead Cove.....	775	775
Lead Cove to Grate's Cove.....	325	325
Old Perlican to Island Cove.....	400	400
Old Perlican to Bay-de-Verde.....	200	200
Grate's Cove to Bay-de-Verde.....	200	200
Bay-de-Verde to Red Head.....	100	100
Carbonear to Bay-de-Verde.....	1,250	1,250
Carbonear to Perry's Cove via Freshwater.....	100	100
Brigus to Carbonear.....	1,000	1,000
Upper Island Cove to Harbor Grace.....	200	200
Upper Island Cove to Tilton.....	130	130
Tilton to Brazil's Hill.....	50	50
Tilton to Spaniard's Bay.....	120	120
Spaniard's Bay to Bishop's Cove.....	200	200
Central Road, Bay Roberts.....	600	600
Road to Point, Bay Roberts.....	200	200
Agricultural Road, Coley's Point.....	400	400
Hallstown to Snow's Pond.....	200	200
South Pond Road, Brigus.....	200	200
Brigus Main Line to Nine Island Pond.....	150	150
Roach's Pond, Cupids.....	250	250
Goulds and on Long Harbor Road.....	150	150
Goulds and on Turkswater Road.....	500	500
Quigley's to Brigus.....	1,500	1,500
Conception Harbor, Collier's and Bacon Coves.....	150	150
Salmon Cove, Gaster's.....	100	100
Holyrood, through Seal Cove.....	100	100
Holyrood to Witless Bay.....	650	650
Manuel's to Price's.....	100	100
Horse Cove to Topsail.....	75	75
Portugal Cove to Pouch Cove via Bauline.....	300	300
Torbay to Bauline.....	500	500
City Limits to Portugal Cove.....	500	500
Carried forward.....	\$31,531 00	\$31,531 00

XI.—Roads, Bridges Ferries, &c. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Main Roads (concluded).		
Brought forward.....	\$31,531 00	\$31,531 00
City Limits to Cape St. Francis.....	700	700
City Limits to Quigley's.....	200	200
Thorburn Road.....	100	100
Kenmount to Topsail.....	300	300
City Limits to Fort Amherst.....	430 50	430 50
City Limits to Waterford Bridge.....	219 50	219 50
City Limits to Cape Spear.....	300	300
Old Placentia to Topsail Road.....	200	200
Goulds to Renews.....	1,200	1,200
City Limits to Goulds.....	500	500
Trepassey to Renews.....	1,000	1,000
Holyrood to Half Way House.....		500
Placentia to Hurley's Bridge.....		350
Hurley's Bridge to Salmonier.....		150
Placentia to Little Placentia and Fox Harbor.....	400	400
Little Placentia towards Long Harbor.....	100	100
Placentia to Cape Shore.....	1,000	1,000
Branch to St. Bride's.....	500	500
Trepassey to St. Shott's and Cape Pine.....	350	350
Holyrood to St. Mary's.....	200	200
Salmonier to St. Mary's.....	700	700
Western Shore, Placentia Bay.....	300	300
Burin Roads.....	2,755	3,000
Baine Harbor to Bay L'Argent, Baine Harbor End.....	425	425
Baine Harbor.....	150	150
Fortune Bay Roads.....	2,985	2,740
Burgo and LaPoile Roads.....	1,900	1,900
Bay St. George Roads.....	2,584	2,584
Channel to Grand River.....	500	500
Main Roads, Bridges, Engineering and Inspection.....	10,000	10,000
Winter Postal Roads and Camps.....	1,000	1,000
Annual cost, right of way to pier at Grand Bank.....	30	30
Keeping said road in good condition.....	20	20
Total.....	\$63,580 00	\$63,580 00
Construction and repairs to Roads.....	\$20,000 00	\$20,000 00
(b) Salaries.		
Keeping Half-way House, Salmonier.....	\$162 00	\$162 00
Keeping Half-way House, Heart's Content—Carbonear.....	280	280
Keeping Half-way House, Trinity—Catalina.....	200	200
Keeping Half-way House, Renews—Trepassey.....	40	40
Keeper Half-way House, New Harbor—Burin.....		20
	\$682 00	\$702 00
(c) Lighting St. John's Streets.		
Amount payable to Municipal Council for St. John's Streets...	\$8,000 00	\$8,000 00
Amount payable to Municipal Council for lighting South Side Roads, half cost.....	250	250
	\$8,250 00	\$8,250 00

XI.—Roads, Bridges, Ferries, &c. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(d) Ferries.		
Norris' Point to Curzon Village and Woody Point.....	\$160 00	\$160 00
Wild Cove to Bear Cove, White Bay.....	70	70
Gillard's Cove to Tizzard's Harbor.....	110	110
Little Bay to Three Arms.....	20	20
Jones' Cove or Main Tickle to Merrell's Harbor.....	120	120
Across Fortune Harbor.....	40	40
Loo Cove.....		60
Herring Neck to Green's Harbor.....		60
Herring Neck to Starve Harbor.....		60
Gander Bay.....		120
Ragged Harbor N. to Ragged Harbor S., or Musgrave Harbor	80	80
Rocky Bay, Fogo.....	80	80
Deadman's Bay Pond to Deadman's Bay Pond South, or Dead-	80	80
man's Bay to Ragged Harbor.....		
Windmill Brook to End of Road.....	80	80
North to South, Main Tickle, Change Islands.....	110	110
New Town to York, Bungays, Halls, Norris and Outer Pinch-		
ard's Islands.....	110	110
Ship Island to Greenspond and Newall's Island.....	140	140
Shambler's Cove to Greenspond.....	80	80
(John Winter's), Tinker's Island and Main to Pool's Island..	80	80
Badger's Quay.....	200	200
King's Cove to Amherst Cove.....	116	116
Southern Bay.....	80	80
Swain's Island to Wesleyville.....	120	120
Pool's Island, Knees, Brown's and Dike's Island.....	80	80
Gooseberry Islands.....	80	80
Fair Island, Paul's Island and Sydney Cove, Bonavista Bay...	40	40
South Side Salvage.....	70	70
Salvage from Sailor's Island to Dark Cove.....	70	70
Trinity East to Trinity.....	160	160
Trinity East to South Side.....	140	140
Foster's Point to Clarenville.....	150	150
Britannia Cove to Burgoyne's Cove.....	80	80
Snook's Harbor to Foster's Point, Whiterock.....	90	90
Harbor Grace, South Side to North Side.....	180	180
Coley's Point to Bay Roberts.....	120	120
Duff's to Chapel's Cove.....	90	90
Chapel's Cove to Duff's.....	75	75
North Arm to South Side Holyrood.....	50	50
Kitchues to South Side of Conception Bay.....	50	50
Bell Isle to Topsail.....	156	156
Portugal Cove to Bell Isle.....	180	180
Aquaforte.....		12
Aquaforte to Fermeuse.....	94	94
West Side to Trepassey.....	60	60
Holyrood to Peter's River.....	80	80
Peters' River.....		40
Riverhead, St. Mary's South Side to North Side.....	50	50
Mall Bay, North Side to South Side.....	80	80
King's Landing to Mount Carmel, Salmonier.....	100	100
Admiral's Beach to Colinet Island.....	80	80
Across Mussel's Pond, St. Joseph's.....	36	36
Across North Harbor, near Colinet.....	20	20
Across Rocky Harbor River.....	40	40
Branch Gut, West to East Side.....	60	60
Jersey Side to Placentia proper.....	230	230
Carried forward.....	\$4,667 00	\$5,019 00

XI.—Roads, Bridges, Ferries, &c. (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(d) Ferries (concluded).		
Brought forward.....	\$4,667 00	\$5,019 00
St. Kyran's.....		20
Clatise Cove.....		20
Public Wharf, Burin, to Step-a-Side.....	200	200
Little Bay to Spanish room.....	78	78
Big Head, Mortier Bay.....	78	78
Spoon Cove to Path End.....	200	200
Across Corbin Harbor.....	40	40
Across Little St. Lawrence.....	87	87
Across Lawn, Barrisway.....	25	25
Grand Beach, from Side to Side.....	40	40
Little Barachoix, near Grand Bank.....	40	40
Coomb's Cove, Bay de L'Eau to Little Bay.....	110	110
Flat Island to Davis Island.....	50	50
Marystown, Mortier Bay, North Side to South Side.....	150	150
Across Little Bay, Mortier Bay.....	90	90
Little Bay to Coomb's Cove.....	100	100
Jersey Harbor, South Side to North Side, thence to Hr. Breton	140	140
Harbor Breton, South Side to North Side.....	126	120
Across Jersey Harbor.....	30	30
Harbor Breton to Hermitage Cove.....	139	139
Across Bay du Nord.....	40	40
Misery Harbor, across Great Harbor, LaPoile.....	140	140
Harbor LeCou to Petites.....	100	100
Great Jervois to Pushthrough.....	30	30
Grandy's Passage, Burnt Island and Main.....	100	100
Burnt Island.....	100	100
Grand Bay to Port-aux-Basques.....	120	120
Little LaPoile.....	40	40
LaPoile, across Little Harbor.....	60	60
LaPlant Harbor.....	40	40
Harding's Harbor to Stroud Tickle.....	20	20
Barker's Tickle to Harding's Island.....	10	10
Across Highlands' River Brook.....	40	40
Crabb's Brook.....	60	60
Robinson's Head Brook.....	60	60
Fischell's Brook.....	60	60
Sandy Point, St. George's, to South Side.....	120	120
Across Middle Barachoix Brook.....	60	60
Across Barachoix Brook, South Side, Sandy Point.....	40	40
Across Flat Bay Brook.....	60	60
Little River, South to North Side.....	68	68
Grand River, Codroy, South to North Side.....	68	68
Grand River, Codroy, South Side to North Side Gut.....	170	170
Flat Brook.....	40	40
Curling to Summerside.....	60	260
Incidentals, boat repairs, tackle, etc., ferry wharves and repairs	1,000	1,000
Total for Ferries.....	\$9,090 00	\$9,682 00
(e) Railways.		
Salaries—		
Masonry and Inspectors, Bridges, etc.....	\$3,000 00	\$3,000 00
Clerk in Government Engineer's Office.....	300	300
Contingencies—		
Travelling and office expenses, including stationery, drawing materials, instruments, etc.....	950	950
	\$4,250 00	\$4,250 00

XII.—Postal and Telegraph Department.

AMOUNT TO BE VOTED \$350,366.68.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
SUMMARY.		
Salaries—		
General Post Office and Money Order Office.....	\$5,450 00	\$5,750 00
St. John's Post Office	12,120	12,770
Travelling Post Offices.....	6,120	6,260
	\$23,690 00	\$24,780 00
Outport Postmasters	14,664 00	15,037 00
Labrador	700	746
Couriers.....	31,120 63	31,213 68
	\$70,174 63	\$71,776 68
Steam Subsidies—		
Ocean	31,113 00	31,014 00
Coastal	151,750	154,150
Railways	42,000	42,000
	\$295,037 63	\$298,940 68
Contingencies	10,222 00	10,722 00
Total Postal Votes	\$305,259 63	\$309,662 68
Telegraphs	29,762 00	38,704 00
Marconi Telegraphs.....	2,000	2,000
Grand Total	\$337,021 63	\$350,366 68

XII.—Postal and Telegraph Department (continued).

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
General Post Office.		
Chief Clerk and Accountant.....	\$1,100 00	\$1,100 00
Assistant Accountant.....	700	700
Secretary to Postmaster General.....	600	600
Dead Letters and Stamp Clerk.....	500	500
Money Order Office.		
Superintendent M. O. O.....	1,000	1,100 00
First Clerk.....	750	750
Second Clerk.....	450	450
Third Clerk.....	350	550
	\$5,450 00	\$5,750 00
Travelling Post Offices.		
Conception Bay Mail Clerk.....	\$700 00	\$450 00
Port-aux-Basques and Sydney.....	650	650
Port-aux-Basques and St. John's.....	500	500
N. & W. Railway.....	550	550
“ “ “.....	500	500
“ “ “.....	500	500
Placentia Bay.....	390	390
Bonavista Bay.....	260	260
Notre Dame Bay.....	260	260
Trinity Bay.....	260	260
Straits of Belle Isle.....	300	300
Reserve Mail Clerk.....	450	450
C. B. P. M. Train.....		500
Northern Coastal T. P. O.....	400	300
Western Coastal T. P. O.....	400	390
	\$6,120 00	\$6,260 00
St. John's Post Office—Registration & Parcel Post Branch.		
Superintendent.....	\$900 00	\$900 00
First Parcel Clerk.....	725	725
Second Parcel Clerk.....	450	450
Assistant Registration Clerk.....	350	350
Assistant Parcel Clerk.....	350	350
Assistant Parcel Clerk and Storekeeper.....		500
Distribution Branch.		
General Delivery Clerk.....	800	800
Clerk in Charge.....	725	725
Foreign Despatching Clerk.....	700	700
Assistant Despatching Clerk.....		700
Local Despatching Clerk.....	650	650
“ “ “.....	600	600
Newspaper Clerk.....	600	600
Newspaper Assorter.....	500	500
Carried forward.....	\$7,350 00	\$8,550 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Distribution Branch (concluded).		
Brought forward.....	\$7,350 00	\$8,550 00
General Assorter.....	450	450
Assistant Stamp Clerk and Assorter.....	550	.....
First Letter Carrier.....	450	450
Second Letter Carrier.....	450	450
Third Letter Carrier.....	350	350
Fourth Letter Carrier.....	350	350
Fifth Letter Carrier.....	300	300
Sixth Letter Carrier.....	300	300
Seventh Letter Carrier.....	250	250
Eighth Letter Carrier.....	200	200
Ninth Letter Carrier.....	200	200
Tenth Letter Carrier.....	200	200
Keeper.....	300	300
Fireman.....	300	300
Watchman.....	120	120
	\$12,120 00	\$12,770 00
Outport Salaries.		
Adams' Cove.....	\$30 00	\$30 00
Amherst Cove.....	10	10
Anderson's Cove.....	10	10
Argentia.....	50	50
Arnold's Cove.....	15	15
Aquaforte.....	30	40
Avondale.....	80	80
Baie Verte.....	50	50
Baine Harbor.....	24	24
Balena.....	10	10
Bareneed.....	20	20
Baron's Island.....	10	20
Barred Island.....	.....	10
Bartlett's Harbor.....	10	10
Bauline.....	10	10
Bay Bulls.....	120	120
Bay-de-Spoir.....	10	10
Bay-de-Verde.....	36	36
Bay-du-Nord, F.B.....	10	10
Bay-du-Nord, H.B.....	10	10
Bay L'Argent.....	30	30
Bay of Islands.....	100	100
Bay of Islands, Riverhead.....	20	.....
Bay Roberts.....	200	240
Beau Bois.....	16	16
Belle Isle.....	100	100
Bellevue.....	10	10
Belleoram.....	60	60
Benoit's Cove.....	10	10
Benton.....	10	10
Birchy Bay, N. D. Bay.....	.....	10
Birchy Head.....	10	10
Bishop's Cove.....	12	12
Bishop's Falls.....	10	10
Blackhead.....	60	60
Black Island.....	10	10
Carried forward.....	\$1,203 00	\$1,263 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Outport Salaries (continued).		
Brought forward.....	\$1,203 00	\$1,263 00
Black River	20	20
Blaketown	10	10
Bonaventure	15	15
Bonavista	220	220
Bonne Bay	90	90
Boot Harbor.....	10	10
Boxey	10	10
Boyd's Cove.....	30	30
Branch.....	20	20
Brent's Cove	10	10
Brewley.....	10	10
Brigus	150	150
Brigus Cross Roads	15	15
Brigus Gullies	30	30
Brigus South	15	15
Brig Bay	10	10
Britannia Cove	100	.....
British Harbor	10	10
Broad Cove, Bay-de-Verde	40	40
Broad Cove, Bonavista.....	10	10
Broad Cove, Renewes.....	15	15
Brooklyn.....	40	40
Brunette	10	10
Bunyan's Cove .....	.....	10
Burgeo	100	100
Burgeo, Placentia Bay	10	10
Burin	160	160
Burin Bay Arm.....	10	10
Burin North.....	60	60
Burgoyne's Cove.....	20	20
Burnt Islands, Bonavista.....	10	10
Burnt Islands, Burgeo & LaPoile	16	16
Burnt Point	16	16
Burying Place	10	10
Campbellton.....	20	20
Cape Broyle	50	50
Cape Freels.....	10	10
Cape LaHune.....	12	12
Cape Norman.....	10	10
Cartyville	20	20
Cape Ray	15	15
Caplin Bay	25	25
Caplin Cove	10	10
Carbonear	400	400
Carbonear Assistant	100	250
Catalina	80	80
Cat Harbor.....	12	12
Cat's Cove.....	15	15
Chance Cove	15	15
Change Islands	40	40
Channel.....	200	200
Chapel's Cove	20	20
Charlottetown	15	15
Clam Bank Cove.....	10	10
Clarenville	30	30
Carried forward	\$3,634 00	\$3,734 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Outport Salaries (continued).		
Brought forward.....	\$3,634 00	\$3,734 00
Clarenville, South	20	20
Clarke's Beach	75	75
Coachman's Cove.....	16	16
Codroy.....	30	30
Coley's Point.....	20	20
Colinet.....	10	10
Collier's.....	15	15
Collier's, Central		15
Collier's Bay Cove.....	10	10
Comfort Cove	20	20
Conception Harbor	60	60
Conche.....	30	30
Connaigre	10	10
Coomb's Cove	10	10
Corner Brook.....	20	20
Cow Head.....	15	15
Crabb's Brook.....	15	15
Creek	10	10
Cul-de-Sac, West.....	10	10
Cupids		
Current Island.....	12	12
Cuslett	10	10
Daniel's Cove.....	10	10
Daniel's Harbor	10	10
Daniel's Point.....	5	5
Dark Tickle	10	10
Deer Harbor.....	10	10
Deer Island	10	10
Deer Lake.....	16	16
Dildo	25	25
Dunville	20	20
Dog Bay	15	15
Doyle's Station	20	20
Elliott's Cove.....	30	30
Elliston	24	24
Englee	10	15
English Harbor, Trinity	15	15
English Harbor, West.....	20	20
Epworth	30	30
Exploits	90	90
Fair Islands	15	15
Famish Cove	10	10
Farmer's Arm.....	15	15
Fermeuse, North	24	24
Fermeuse, Riverhead		80
Fermeuse, South.....	15	15
Ferryland	140	140
Flat Islands, Bonavista.....	15	15
Flat Islands, Burin	25	25
Flat Rock	15	15
Flower's Cove	24	34
Fogo.....	160	160
Fortune		
Fortune Harbor.....	20	30
Foster's Point	10	10
Fox Cove, Burin.....		1)
Carried forward	\$4,910 00	\$5,140 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Outport Salaries (continued).		
Brought forward.....	\$4,910 00	\$5,140 00
Fox Cove.....	10	10
Fox Harbor, Placentia Bay.....	20	20
Fox Harbor, Trinity Bay.....	10	10
Fox Island.....	10	10
Fox Roost.....	6	6
Francois.....	10	10
Fredericton.....	10	10
Freshwater.....	10	10
Freshwater Road.....	10	10
Frenchman's Cove.....	10	
Gambo.....	50	
Gander Bay.....	20	20
Gargamelle.....	10	10
Garnish.....	24	24
Gaskiers.....	10	10
Gaulois.....	20	20
Gaulton's Island.....	10	10
George's Brook.....	15	15
Georgetown.....	15	15
Glovertown.....	30	30
Goddenville.....	10	10
Goose Cove.....	10	10
Gooseberry Cove.....	15	15
Gooseberry Islands.....	15	15
Grand Bank.....	80	80
Grand Beach.....		10
Grand Bruit.....	20	20
Grand River Gut.....	75	75
Grate's Cove.....	25	25
Gravels, Port-au-Port.....	30	30
Great Burin.....	40	40
Great Codroy.....	12	12
Great Harbor Deep.....	10	10
Great Jervois.....	10	10
Green's Harbor.....	15	15
Griquet.....	20	20
Groais Island.....	10	10
Grole.....	10	10
Hant's Harbor.....	50	50
Happy Adventure.....	10	10
Harbor Briton.....	200	200
Harbor Buffett.....	40	40
Harbor Grace.....	400	400
Harbor Grace.....	500	500
Harbor Grace.....	160	160
Harbor Main.....	50	50
Harbor Mille.....	10	10
Haricot.....		10
Harry's Harbor.....	10	10
Hare Bay.....	10	10
Hatchet Cove.....	10	10
Hauling Point.....	10	10
Haystack.....	15	15
Head of Fortune Bay.....	10	10
Heart's Content.....	200	200
Heart's Delight.....	15	15
Carried forward.....	\$7,327 00	\$7,517 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Outport Salaries (continued).		
Brought forward.....	\$7,327 00	\$7,517 00
Heart's Desire.....	10	10
Hermitage Cove.....	30	30
Hickman's Harbor.....	15	15
Highlands.....	15	15
Hodge's Cove.....	15	15
Holyrood.....	80	80
Holyrood, St. Mary's.....	20	20
Hopeall.....		10
Howards.....	10	
Indian Arm.....	15	15
Indian Harbor.....	10	10
Indian Islands.....	10	10
Ireland's Eye.....	10	10
Island Cove.....	24	24
Isle-aux-Morts.....	10	10
Jackson's Arm.....	10	10
Jackson's Cove.....	20	20
Jamestown.....	20	20
Jean de Bay.....	10	10
Jersey Harbor.....	10	10
Jersey Side.....	80	80
Job's Cove.....	15	15
John's Pond.....	10	10
Katchuse.....	10	10
Keels.....	10	10
Kilbride.....	10	10
Kelligrews.....	30	30
King's Cove.....	100	100
Ladle Cove.....	10	10
Lady Cove.....	15	15
Lally Cove.....	10	10
Lamaline.....	40	40
LaManche.....	5	10
Lance Cove, Bell Isle.....	15	15
Lance Cove, Smith's Sound.....	10	10
Lance Cove, Trinity Bay South.....	15	15
LaPoile.....	40	16
LaPoile, Great Harbor.....	16	16
Lark Harbor.....	10	10
LaScie.....	15	15
Lawn.....	15	15
Laurencetown.....	15	15
Leading Tickles.....	20	30
Leading Tickles, West.....	10	10
Lear's Cove.....		10
Lee Bight.....	10	10
Lewisport.....	30	30
Little Bay.....	200	200
Little Bay, East.....	10	10
Little Bay, Hermitage Bay.....	10	10
Little Bay Islands.....	40	40
Little Bay, West.....	10	10
Little Beaver Cove.....	10	10
Little Catalina.....	20	20
Little Codroy.....	20	20
Little Fogo Island.....		10
Carried forward.....	\$8,552 00	\$8,758 00

XII.—Postal and Telegraph Department. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Outport Salaries (continued).		
Brought forward.....	\$8,552 00	\$8,758 00
Little Harbor Twillingate	15	15
Little Heart's Ease.....	15	15
Long Beach.....	15	15
Long Harbor.....	10	10
Loon Bay.....	10	10
Lord's Cove.....	10	10
Lower English Harbor.....	10	10
Lushe's Bight.....	10	10
Low Point.....	10	10
Lumbergrass.....	15	15
Main River.....	10	10
Mall Bay.....	10	10
Manuels.....	20	20
Marquise.....	15	15
Marystown.....	16	20
McCallum Bay.....	10	10
Merasheea.....	15	15
Middle Brook.....	15	15
Millertown.....	80	80
Milltown, Bay D'Espoir.....		10
Millville.....	10	10
Mobile.....	20	20
Monkstown.....		10
Moreton's Harbor.....	30	30
Mose Ambrose.....	15	15
Mosquito, Carbonear.....	15	15
Mosquito, St. Mary's.....	10	15
Musgrave Harbor.....	30	40
Musgravetown.....	40	40
Mussell Pd, St. Mary's Bay.....		10
New Bay.....	20	20
New Bridge.....	10	10
New Harbor.....	30	30
Newman's Cove.....	10	10
New Perlican.....	30	30
Newtown.....	12	22
Norman's Cove.....	15	15
Norris Point.....	15	15
Northern Arm, Woodford's.....	40	40
Northern Arm, Exploits.....	15	15
Northern Bay.....	25	25
Northern Bight.....	28	28
North River.....		30
Northwest Arm.....	15	15
North Harbour, Placentia Bay.....	20	20
North Harbour.....	10	10
Northwest Point.....	10	10
Ochre Pit Cove.....	16	16
Oderin.....	24	24
Offer Wadham Islands.....	6	6
Old Perlican.....	60	60
Openhall.....	50	50
Paradise.....	24	24
Parson's Pond.....		10
Pass Island.....	10	10
Patrick's Cove.....	10	10
Carried forward.....	\$9,538 00	\$9,843 00

XII.—Postal and Telegraph Department. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Outport Salaries (continued).		
Brought forward.....	\$9,538 00	\$9,843 00
Peckford's.....	5	5
Peter's River.....	10	10
Petites.....	10	10
Petit Fort.....	10	10
Petty Harbor.....	35	35
Pinchard's Island.....		30
Pike's Arm.....	10	10
Perry's Cove.....	16	16
Placentia.....	250	250
Placentia.....	50	50
Placentia, S.E.....		20
Plate Cove.....	15	15
Plate Cove West.....	10	10
Point Enragee.....	10	10
Point Lance.....	10	10
Point Verde.....	15	15
Point Lemington.....	10	20
Pool's Cove.....	10	10
Pool's Island.....	60	60
Port-au-Port.....		
Port-de-Grave.....	50	50
Port Saunders.....	10	10
Portugal Cove.....	30	30
Portugal Cove, Trepassey.....	20	20
Pouch Cove.....	50	50
Presque.....	20	20
Pushthrough.....	35	35
Quarry.....	15	15
Queen's Cove.....	6	6
Queenstown.....	10	10
Quirpon.....	5	5
Ragged Harbor.....	10	10
Rameo.....	20	20
Ram's Island.....	10	10
Rantem.....	10	10
Rattling Brook.....	10	10
Red Head Cove.....	10	20
Red Island.....	20	20
Rencontre, Fortune Bay.....	12	12
Rencontre, Hermitage Bay.....	12	12
Renews.....	60	60
Renews, South Side.....	30	30
Richard's Harbor.....	10	10
Riverhead, Harbor Grace.....	50	50
Riverhead, St. Mary's.....	20	20
Robinson's Head.....	30	30
Roberts' Arm.....	10	10
Rock Harbor, Burin.....	10	10
Rocky Harbor, Bonne Bay.....	10	10
Rose Blanche.....	70	70
Round Harbor, Hermitage Bay.....	10	10
Russell's Cove.....	15	15
Safe Harbor.....	10	10
Salt Pond.....	10	10
Sagona.....	10	10
St. Ann's.....	10	10
Carried forward.....	\$10,804 00	\$11,179 00

XII.—Postal and Telegraph Department. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Outport Salaries (continued).		
Brought forward.....	\$10,804 00	\$11,179 00
St. Anthony.....	24	24
St. Bride's.....	16	16
St. Brendan's.....	12	12
St. George's.....	50	50
St. Jacques.....	80	80
St. John's, Central.....	100	100
St. John's, East.....	350	350
St. John's, Duckworth Street.....	100	100
St. John's, Garrison Hill.....	40	40
St. John's, King's Bridge.....	80	80
St. John's, Monkstown.....	25	25
St. John's, Riverhead.....	80	80
St. John's, South Side.....	44	44
St. Joseph's, Placentia Bay.....		10
St. Jones Within.....	6	6
St. Jones Without.....		
St. Lawrence.....	60	60
St. Leonard's.....	15	15
St. Mary's.....	70	70
St. Michael's Harbor.....		10
St. Patrick's, N.D.B.....	10	10
St. Paul's.....	10	10
St. Shott's.....	10	10
Salmon Cove, Bay-de-Verde.....	10	10
Salmon Cove, Port-de-Grave.....	30	30
Salmon Cove, Trinity.....	10	10
Salmonier.....	30	30
Salvage.....	50	50
Salvage Bay.....	10	10
Sandy Point, St. George's.....	70	70
Sandy Point, Smith's Sound.....	15	15
Scilly Cove.....	20	20
Seal Cove, Bonavista.....	15	15
Seal Cove, Fortune.....	15	15
Seal Cove, Harbor Main.....	15	15
Seal Cove, Trinity.....	15	15
Seal Cove, White Bay.....	10	10
Seldom-Come-By.....	30	30
Ship Cove.....	20	20
Shambler's Cove.....	10	10
Ship Cove, Placentia Bay.....	10	10
Ship Harbor.....	10	10
Shearstown.....	10	10
Shoal Bay.....	10	10
Shoal Harbor.....	100	100
Shoe Cove.....	15	15
Snook's Arm.....	10	10
Snook's Harbor.....	10	10
Sopp's Arm.....	10	10
Sound Island.....	30	30
South Branch, Codroy.....	12	12
S.E. Bight, Paradise.....		10
Southside, Harbor Grace.....	100	100
Southwest Arm, New Bay.....	15	15
Spaniard's Bay.....	140	140
Spanish Room.....	10	10
Carried forward.....	\$12,853 00	\$13,258 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Outport Salaries (concluded).		
Brought forward.....	\$12,853 00	\$13,258 00
Springdale	20	20
Step-a-Side	10	10
Stephenville.....	30	30
Stephenville Crossing		
Stock and Knight Coves.....	16	16
Stones Cove	10	10
Summerside	10	10
Sunnyside.....	10	10
Sweet Bay.....	15	15
Sydney, C.B.....	50	50
Tack's Beach	15	15
Taoroughfare.....	10	10
Three Arms	10	10
Tickle Cove	12	12
Tilton.....	20	20
Tilton Harbor	20	20
Tizzard's Harbor	20	20
Toad's Cove	30	30
Topsail.....	30	30
Torbay.....	26	26
Traytown	10	10
Trepassey	50	50
Trinity.....	200	200
Trinity East.....	60	60
Trouty	10	10
Trout River		10
Troytown	15	15
Tark's Cove.....	15	15
Tark's Gut.....		10
Twillingate	300	300
Twillingate, South.....	20	20
Upper Ferry.....		15
Upper Gullies	30	30
Upper Small Point.....	10	10
Valen Island	20	20
Victoria Village.....	20	20
Ward's Harbor	10	10
Wellman's Cove	10	10
Wesleyville.....		
Western Arm, B. B.....	15	15
Western Bay	45	45
Western Cove, W.B.....	10	20
Western Point, LaP.....	10	10
Whitbourne	80	80
White Rocks	15	15
Wild Bight	18	18
Witless Bay	50	50
Wood's Island	15	15
Woody Island	10	10
York Harbor	10	10
New Offices and increases	404	312
	\$14,664 00	\$15,037 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Salaries—Labrador.		
Mail Agent Labrador T.P.O	\$300 00	\$300 00
Batteau	4	4
Battle Harbor	20	20
Black Island	3	3
Black Tickle.....	4	4
Blanc Sablon	50	50
Bolster's Rock.....	4	4
Cape Charles	4	4
Cape Harrison.....	10	10
Cartwright	20	20
Chateau (in summer)	4	20
Chateau (in winter)	4	4
Chimney Tickle	4	4
Comfort Cove.....	4	4
Dead Island	5	4
Domino	12	12
Double Island	2	2
Emily Harbour.....	10	10
Fanny's Harbor.....	4	4
Fishing Ships' Harbor	4	4
Forteau	20	20
Francis Harbor	5	5
Grady.....	10	10
Hawke's Harbour.....	4	4
Henley.....	4	4
Holton	10	10
Horse Harbour	10	10
Ilack.....	2	2
Independent.....	2	2
Indian Harbour.....	10	10
Indian Tickle.....	12	12
Iron Bound Island	2	2
Lance au Loup.....	12	12
Long Tickle.....	6	6
Long Island.....	4	4
Macovick.....	2	2
Pack's Harbor	6	6
Punch Bowl	8	8
Ragged Islands	2	2
Red Islands	8	8
Rigolet.....		20
Seal Islands	2	2
Sandy Islands.....	4	4
Ship Harbor.....	4	4
Sloop Cove	3	3
Smoky Tickle.....	8	8
Snug Harbor	4	4
Spear Harbor.....	4	4
Square Islands.....	3	3
Turnavick East.....	4	4
Turnavick West	8	8
Venison Island		4
West St. Modeste	4	4
White Bear Islands	6	6
Windsor's Harbour.....	4	4
New Offices.....	31	39
	\$700 00	\$746 00

XII.—Postal Department.

DETAIL

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Couriers—Salaries.		
Argentia and Railway.....	\$150 00	\$150 00
Arnold's Cove and Railway..	31 20	31 20
Avondale Station and Colliers.....	175	175
Baine Harbor and Fox Cove, Bay L'Argent	120	120
Battle Harbor and Blanc Sablon	120	120
Battle Harbor and Cartwright	100	100
Bauline and Pouch Cove	20	20
Bay-de-Verde and Lower Island Cove.....	240	240
Bay L'Argent and Belleoram	624	676
Bay Roberts and Railway	90	90
Belle Isle and Portugal Cove.....	210	210
Birchy Cove and Railway	36	36
Birchy Head and Woody Point	26	26
Black Island and Exploits.....	52	36
Blaketown and Railway.....	20	20
Black River and Sound Island.....	20	20
Bonavista and Elliston.....	51 60	60
Bonavista and Catalina.....	146	145
Bonavista and Little Catalina.....	.....	30
Bonne Bay and Deer Lake.....	440	400
Bonne Bay and Gargamelle	201	180
Bonne Bay and Gargamelle (Ferries)	19	10
Bonne Bay and Norris Point.....	52	52
Botwoodville and Northern Arm.....	25	35
Botwoodville and Railway	120	156
Brigus and Railway.....	240	240
Brigus Cross Roads and Railway.....	20	20
Brigus and Turk's Gut .....	.....	40
Brigus South and Main Road.....	20	20
Britannia Cove and Hickman's Harbor	35	35
Broad Cove and Renews.....	35	35
Brunette, Sagona and Harbor Breton	300	260
Bryant's Cove and Harbor Grace	30	30
Burgeo and Pushthrough.....	900	900
Burgoyne's Cove and Britannia Cove.....	.....	10
Burnt Head and Cupids.....	50	50
Burnt Islands and Fair Islands	26	26
Campbellton and Comfort Cove and Birchy Bay.....	240	210
Cape Race and Portugal Cove.....	30	30
Cape Ray and Railway.....	52	52
Carbonear and Western Bay.....	475	475
Carbonear and Railway	145	145
Carbonear and Heart's Content.....	350	350
Cat Harbor and Newtown and Wesleyville	140	140
Channel and Isle-aux-Morts	72	72
Channel and Railway	100	100
Charlottetown and Railway	45	45
Clarenville and Hickman's Harbor	220	220
Coachman's Cove and N. W. Arm	170	170
Codr6y and Railway	312	403
Coley's Point and Bay Roberts	66	66
Colinet, John's Pond and Whitbourne	187 20	187 20
Collier's Bay Cove and Railway.....	65	65
Come-by-Chance and Bay Bulls Arm	60	80
Conn River and Gaultois	104	100
Cottle's Island and Moreton's Harbor.....	.....	.....
Carried forward.....	\$7,578 00	\$7,684 40

XII.—Postal Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Couriers—Salaries (continued).		
Brought forward.....	\$7,578 00	\$7,684 40
Coomb's Cove and Belleoram.....	80	80
Coomb's Cove and Harbor Breton.....	35	35
Cow Head and Daniel's Harbor.....	120	120
Crabb's and Railway.....	30	30
Cupids and Railway.....	100	100
Currant Island and St. Barbe.....	12	12
Deer Islands and Gooseberry Islands.....	31 20	31 20
Dildo and Norman's Cove.....	50	50
Dove Brook and Cartwright.....	50	.....
Dunville and Railway.....	40	60
Elliott's Cove and Apsey Cove.....	15	15
Englee and Great Harbor Deep.....	100	100
Epworth and Ship Cove, Burin.....	10	10
Exploits and Norris' Arm.....	221	221
Exploits, Northern Harbor and Leading Ticks.....	153	.....
Exploits, Northern Harbor and Twillingate.....	76 50	76 50
Famish Cove and Railway.....	25	25
Farmer's Arm and Boyd's Cove.....	33	36
Farmer's Arm and Moreton's Harbor.....	100	100
Fermeuse North and Riverhead.....	40	.....
Fermeuse South and Riverhead.....	20	.....
Fermeuse South and Renews.....	15	15
Flat Islands and Salvage.....	50	50
Flower's Cove and N.W. Point.....	100	100
Fogo and Little Beaver Cove.....	306	340
Fogo and Seldom-Come-By.....	25	25
Fogo and Tilton Harbor.....	40	40
Fogo and Twillingate.....	15	.....
Fox Harbor, Random and Railway.....	280	300
Fox Harbor, Placentia and Railway.....	40	50
Freshwater and Carbonear.....	62	62 40
Gander Bay and Boyd's Cove via Roger Cove, Victoria Cove and Dog Bay.....	93 50	93 50
Gander Bay and Railway.....	430	430
Gargamelle and Daniel's Harbor.....	102	102
Gargamelle and Flower's Cove.....	187	187
Gargamelle and Port Saunders.....	35	35
Garnish and Belleoram.....	300	300
Garnish and Burin.....	200	200
Gaultois and Hermitage.....	80	120
Gaulton's Island and Tack's Beach.....	40	40
Glovertown.....	10	10
Goose Cove and St. Anthony.....	68	68
Gooseberry Island.....	68	68
Grand Bruit and LaPoile.....	102	102
Grates Cove and Old Perlican.....	80	80
Gravels and Bos Warlos.....	36 40	36 40
Gravels and Piccadilly and Clam Bank.....	156	156
Gravels and Railway.....	390	390
Great Burin, Stepside and Burin Offices.....	25	25
Greenspond and Gambo.....	360	360
Greenspond and Newtown.....	85	102
Griguet and Cape Norman.....	100	100
Griguet and Flower's Cove.....	100	110
Groais Island and Conche.....	80	80
Hant's Harbor and Lance Cove.....	56	56
Carried forward.....	\$13,049 60	\$13,019 40

XII.—Postal Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Couriers—Salaries (continued).		
Brought forward.....	\$13,049 60	\$13,019 40
Harbor Breton and Hermitage	104	104
Harbor Grace, Brigus and Heart's Content.....	50	50
Harbor Grace and Railway	300	300
Harbor Main and Woodford's	175	175
Harbor Mille and Bay L'Argent	48	.....
Harricot and Salmonier	40	40
Heart's Content and Hant's Harbor.....	260	260
Heart's Content and Shoal Bay.....	170	170
Herring Neck and Virgin's Arm.....	74 10	74 10
Highlands and Railway	60	50
Howley Station and White Bay.....	238	.....
Indian Islands and Seldom-Come-By.....	20	34
Ireland's Eye and Lance Cove.....	250	250
Jackson's Arm and Great Harbor Deep.....	140	.....
Jamestown and Indian Arm, Open Hall (winter).....	275 30	275 30
Jamestown and Shoal Harbor	102	102
Jersey Harbor and Little Bay	26	26
Katchues and Conception Harbor.....	.....	10
King's Cove and Bonavista	100	100
King's Cove and Bonavista	20	.....
King's Cove and Open Hall.....	.....	.....
King's Cove and Plate Cove.....	148	148
King's Cove and Trinity.....	200	200
King's Point, Rattling Brook and Jackson's Cove.....	80 50	80 50
Kelligrews and Railway.....	50	50
Lamaline and Lord's Cove	62 40	62 40
Lamaline and Point Crewe	75	75
LaManche, Ferryland.....	20	20
LeManche and Railway	25	25
Lance Cove and Old Perlican.....	208	208
Lark Harbor and Birchy Cove.....	200	200
LaScie and Tilt Cove.....	104	104
Leading Ticks and Point Pleasant.....	66	66
Leading Ticks and Seal Bay, Lock's Harbor.....	88	88
Lee Bight and Northern Bight.....	104	104
Lewisport and Boyd's Cove.....	340	340
Lewisport or Notre Dame Junction and Comfort Cove.....	255	255
Little Bay and Little Bay Island.....	68	68
Little Bay West and Jersey Harbor.....	16	16
Little Beaver Cove and Boyd's Cove	59 50	59 50
Long Harbor and Anderson's Cove	119	119
Long Harbor and Railway.....	20	20
Loon Bay and Campbelton	39	39
Lower Island Cove and Western Bay .....	.....	70
Low Point and Caplin Cove	425	425
Mall Bay and Riverhead St. Mary's.....	30	30
Manuels and Railway	40	40
Manuels and Railway	10	10
Marystown, Spanish Room and Jean de Bay.....	40	40
Middle Brook and Gambo.....	17 50	17 50
Millertown and Millertown Junction.....	204	204
Monkstown and Burgeo, P.B.....	40	40
Mosquito and Harbor Grace.....	20	20
Mosquito and St. Joseph's.....	50	50
Musgrave Harbor and Cat Harbor.....	104	104
Musgrave Harbor and Gander Bay.....	110 50	110 50
Carried forward.....	\$18,940 40	\$18,548 20

XIII.—Postal Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Couriers—Salaries (continued).		
Brought forward.....	\$18,940 40	\$18,548 20
Musgravetown and Brooklyn.....	60	60
New Harbor and Shoal Bay.....	259 60	259 60
Newman's Cove and Railway.....	80 08	80 08
Northern Harbor, Exploits.....	4	.....
North-West Point and Englee.....	110	120
Old Perlican and Lower Island Cove.....	250	250
Parsons Pond and Cow Head.....	36	36
Pass Island and Grole.....	28 80	28 80
Petty Harbor and Goulds.....	88	88
Pilley's Island and Springdale.....	119	119
Patrick's Cove and Branch.....	300	300
Placentia and Patrick's Cove.....	380	380
Paradise and S. E. Bight.....	.....	40
Placentia and Railway.....	200	200
Placentia and Point Verde.....	25	25
Point Lance and Cape St. Mary's.....	40	40
Point Limington and Botwoodville.....	.....	.....
Point Limington, Fortune Harbor and Leading Tickles.....	156	292
Pool's Island, Newtown and Brookfield.....	42	42
Port-de-Grave and Clarke's Beach.....	110	110
Pushthrough and Bay-du-Nord.....	450	450
Quirpon and Griguët.....	10	10
Ragged Harbor and Catalina.....	28	28
Rigolet, N. W. River and Macovic.....	30	30
Renews and LaManche.....	650	650
Roberts Arm and Pilley's Island.....	52	52
Robinson's Head and Railway.....	50	50
Rock Harbor and Beaubois.....	22 40	22 40
Rocky Harbor and Bonne Bay.....	54	54
Rose Blanche and Burnt Islands.....	104	104
St. Bride's and Cape St. Mary's.....	20	20
St. George's and Railway.....	160	160
St. Jacques and Coomb's Cove.....	.....	80
St. John's and Broad Cove.....	80	200
St. John's and Portugal Cove.....	220	220
St. John's and Pouch Cove.....	220	220
St. John's and C. B. Night Trains.....	160	160
St. John's and LaManche.....	700	700
St. John's and Railway and Wards.....	1,190	1,190
St. Jones, Long Cove and Hatchet Cove.....	15	15
St. Kyran's and St. Leonard's.....	52	52
St. Joseph's and Holyrood.....	600	600
St. Joseph's and St. Mary's.....	200	200
St. Mary's and Peter's River.....	100	100
St. Shott's and Trepassey.....	40	40
Salt Pond, Scissor's Cove and Lewisport.....	.....	130
Salvage and Railway and Railway and Salvage Bay.....	156	180
Ship Cove and Trinity East.....	.....	30
Ships Harbor and Fox Harbor.....	50	50
Shearstown and Bay Roberts.....	30	30
Seal Cove and Hermitage.....	60	60
Shoal Harbor and Burgoyne's Cove.....	156	156
Shoal Harbor and Railway.....	80	80
South River and Railway.....	45	45
Spaniard's Bay and Island Cove.....	104	104
Spaniard's Bay and Railway.....	60	60
Carried forward.....	\$27,177 28	\$27,361 08

XII.—Postal Department.

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Couriers—Salaries (concluded).		
Brought forward	\$27,177 28	\$27,361 08
Springdale, Railway Little Bay, Jackson's Cove, S. W. Arm and Tilt Cove.....	1,156	1,156
Summerside and Birchy Cove	40	.....
Tilton and Railway	20	20
Tilt Cove and Burying Place	72	72
Tilt Cove and Harbor Round.....	60	60
Toad's Cove and Caplin Cove.....	10	40
Topsail and Railway	140	140
Trepassey and Daniel's Point.....	20	20
Trepassey and Portugal Cove.....	52	52
Trepassey and St. Mary's.....	160	160
Trinity and British Harbor	80	80
Trinity and Catalina	140	140
Trinity and Shoal Harbor.....	340	374
Trinity East and English Harbor.....	50	50
Trinity East and Trinity	40	40
Trout River and Bonne Bay.....	40	40
Troytown and Pilley's Island	51 75	56
Twillingate and Comfort Cove.....	238	238
Twillingate and Little Harbor	20	20
Twillingate and South Side.....	20	20
Ward's Harbor and Little Bay Islands.....	34	34
Wellman's Cove and Pilley's Island	20	20
Western Cove and Jackson's Arm	85	85
West Point and LaPoile.....	52	52
Whitbourne and Railway	40	40
Western Cove and N.W. Arm, Green Bay.....	221	102
Wild Bight and Little Bay	41 60	41 60
New routes and increases.....	700	700
Total.....	\$31,120 63	\$31,213 68
Steam Subsidies.		
Ocean :—		
Allan Line	\$9,733 00	\$9,734 00
Sydney and Port-aux-Basque Service	20,280	20,280
Occasional Service	1,100	1,000
Coastal :—		
Bonavista Bay.....	9,100	9,100
Channel and St. John's	13,000	13,000
Fogo District	3,500	4,000
Labrador.....	15,000	18,000
Hamilton Inlet	1,200	.....
North East Coast	33,250	33,250
South and West Coast.....	39,000	36,000
Notre Dame Bay.....	9,100	9,100
Placentia Bay.....	10,400	13,000
Straits of Bell Isle	9,100	9,600
Trinity Bay	9,100	9,100
Railway.....	42,000	42,000
Total.....	\$224,863 00	\$227,164 00

XII—Postal Department (concluded).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Steam Subsidies (concluded).		
Distribution :—		
Ocean.....	\$31,113 00	\$31,014 00
Coastal.....	151,750	154,150
Railways.....	42,000	42,000
Total.....	<u>\$225,863 00</u>	<u>\$227,164 00</u>
Miscellaneous—Contingencies.		
Rents.....	\$450 00	\$500 00
Board and Travelling Expenses.....	1,700	1,750
Manufacture of Stamps.....	800	900
Stationery.....	500	500
Stores.....	1,300	1,300
Uniforms.....	550	600
Mail Bags.....	550	700
Telephones and Telegrams.....	200	300
Sundries.....	1,800	1,800
Taxes.....	104	104
Year Book.....	268	268
Printing and Advertising.....	2,000	2,000
Total.....	<u>\$10,222 00</u>	<u>\$10,722 00</u>
Telegraph Branch—Summary.		
Salaries :—		
Central Staff.....	\$2,132 00	\$6,452 00
Operators.....	15,608	19,158
Repairers.....	4,422	5,094
	<u>\$22,162 00</u>	<u>\$30,704 00</u>
Contingencies.....	7,600	8,000
Cost Marconi Service.....		2,000
	<u>\$29,762 00</u>	<u>\$40,704 00</u>

XII.—Postal and Telegraph Department. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Telegraph Department.		
Central Staff, St. John's:—		
Superintendent	\$1,000 00	\$1,000 00
Clerk in Charge	700	900
Check Clerk.....		600
Operator.....		720
Operator.....		600
Operator.....		400
Clerk.....		400
Clerk.....		400
Clerk.....		400
Line Man.....	432	432
Messengers.....		120
“.....		120
“.....		120
“.....		120
“.....		120
	\$2,132 00	\$6,452 00
Operators:—		
Avondale.....		120
Baie Verte.....	150	150
Baine Harbor.....	120	120
Bay-de-Verde.....	100	100
Bay L'Argent.....	150	150
Bay Roberts.....		300
Beaverton.....	568	568
Belleoram.....		240
Birchy Cove.....	400	400
Bonavista.....	240	240
Bonne Bay.....	420	420
Botwoodville.....	400	240
Brigus.....		
Brigus Junction.....		600
Branch.....		
Britannia Cove.....		200
Burin.....	240	240
Cape Race.....	150	150
Carbonear.....	50	360
Catalina.....	120	120
Change Islands.....	150	150
Clareville.....	360	360
Come-By-Chance.....	400	400
Conception Harbor.....		120
Fogo.....	240	240
Fortune.....	200	200
Gambo.....	400	400
Gander Bay.....	150	150
Glenwood.....	400	400
Grand Bank.....	150	150
Grand Lake.....	400	400
Grand River.....	120	120
Gravels.....	120	120
Greenspond.....	240	240
Hant's Harbor.....		
Harbor Breton.....	360	360
Harbor Grace.....		400
Carried forward.....	\$6,798 00	\$8,928 00

XIII—Postal and Telegraph Department.

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Telegraph Department (continued).		
Brought forward.....	\$6,798 00	\$8,928 00
Operators :—		
Harbor Main		120
Heart's Content		
Hermitage		
Herring Neck	200	200
Holyrood		400
Howards		
Humbermouth		180
King's Cove.....	200	200
Lark Harbor		
Lamaline	150	150
Lewisport	400	360
Little Bay.....	400	400
Little River	400	400
Long Harbor Beach.....		240
Lower Island Cove.....	150	150
Manuels.....		120
Millertown Junction.....	400	360
Musgrave Harbor.....	120	120
New Perlican.....	40	40
Newtown.....	120	120
Nipper's Harbor	150	150
Norris' Arm.....	400	420
North West Arm	360	240
Old Perlican.....	100	100
Pilley's Island	460	460
Placentia		
Port Blandford	400	400
Port-aux-Basques	200	200
Riverhead, St. Mary's.....		360
St. Bride's.....		
St. George's	400	240
St. Jacques	400	400
St. Joseph's	150	150
St. Lawrence	150	150
St. Mary's.....	240	240
Sandy Point.....	120	120
Seldom-Come-By	150	150
Scilly Cove		
Sound Island.....		200
South West Arm.....	470	470
Stephenville Crossing	270	270
Terrenceville		240
Tilt Cove.....	500	500
Trinity.....	240	240
Twillingate.....	150	150
Wesleyville.....	170	170
Western Bay	150	150
Whitbourne	500	500
Whitbourne, Messenger.....	100	
	\$15,608 00	\$19,158 00
Repairers :—		
Beaverton.....	336 00	336 00
Birchy Cove.....	336	336
Carried forward.....	\$672 00	\$672 00

XIII.—Postal and Telegraph Department (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Telegraph Department (concluded).		
Brought forward.....	\$672 00	\$672 00
Repairers :—		
Come-By-Chance	336	336
Fogo.....	150	150
Gambo	336	336
Grand Lake	336	336
Harbor Breton.....	336	336
Little River	336	336
Millertown Junction	336	336
Norris' Arm	333	336
St. George's	336	336
South West Arm.....	336	336
South West Arm.....	336	336
Terrenceville .....	.....	336
Trinity	240	240
Whitbourne .....	.....	336
	\$4,442 00	\$5,094
Contingencies :—		
Repairs	\$2,500 00	\$2,900
Coals.....	1,000	1,200
Rents	250	500
Stores	500	500
Stationery	400	400
Traveling.....	300	300
Relief Duty.....	250	250
Office and Line Allowance.....	2,400	.....
Cleaning and Oil.....	.....	1,350
Sundries Furniture.....	.....	600
	\$7,600	\$8,000
Cost of operating Marconi System, Labrador.....	\$2,000	\$2,000 00

XIII.—Customs.

AMOUNT TO BE VOTED, \$109,343.12.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1904—1905.	Estimate 1905—1906.
St. John's.			
Salaries	(a)	\$21,434 00	\$22,184 00
Tidewaiters and Boatmen.....	(b)	20,074 68	19,583 12
Contingencies	(c)	7,185	7,585
Outports.			
Sub-Collectors	(d)	25,203	25,353
Tidewaiters and Boatmen.....	(e)	12,653	12,603
Boats and Boat Hire.....	(f)	490	490
Office and Office Rent	(g)	1,155	1,155
Percentage on Duties	(h)	11,000	11,000
Contingencies	(i)	3,100	3,100
Revenue Protection Service.			
South West Coast	(j)	5,590	5,590
Labrador	(k)	700	700
		\$108,584 68	\$109,343 12

XIII.—Customs (continued).

DETAIL

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(a) Salaries.		
St. John's—		
Assistant Collector.....	\$1,800 00	\$1,800 00
First Clerk	1,400	1,400
Second Clerk.....	1,000	1,000
Third Clerk	800	800
Fourth Clerk	700	700
Fifth Clerk.....	600	600
First Landing Waiter	800	800
Second Landing Waiter.....	700	700
Railway Manifest Clerk	700	700
Landing Surveyor	1,000	1,100
Tide Surveyor.....	900	900
Clerk to Landing Surveyor.. ..	350	500
Chief Statistical Clerk.....	1,100	1,100
First Statistical Clerk.....	1,000	1,000
Second Statistical Clerk	600	600
Inspector of Customs.....	1,000	1,000
Inspector of Preventive Service.....	1,100	1,000
Outport Examining Officer.....	600	600
Clerk to Registrar of Shipping and Surveyor of Shipping..	700	700
Examining Officer, with 2½ per cent on duties collected on Parcel Post, not to exceed \$1,250.....	1,000	1,000
Storekeeper	500	500
Locker	600	600
Assistant Locker.....	600	600
Second Assistant Locker	400	400
Third Assistant Locker.....		600
First Messenger.....	390	390
Second Messenger	390	390
Night Watchman	360	360
Housekeeper	240	240
Caretaker Tide-Waiter's Room.....	104	104
	\$21,434 00	\$22,184 00
(b) Guagers, Tide-Waiters and Boatmen.		
St. John's—		
Customs Detective	\$600 00	\$600 00
Two Guagers, at \$491.56 each.....	1,474 68	983 12
Ten Sufferance Warehouse Keepers at \$500 each.....	5,000	5,000
Sixteen Tide-Waiters at \$390 each	6,240	6,240
Supernumerary Tide-Waiters.....	2,000	2,000
Two Coxswains of Boats (night and day) at \$430 each.....	860	860
Ten Boatmen at \$390 each.....	3,900	3,900
	\$20,074 68	\$19,583 12
(c) Contingencies.		
St. John's—		
Printing, Stationery, etc.....	\$2,900 00	\$2,900 00
Fuel and Light	300	300
Travelling Expenses, Inspector.....	200	400
“ “ other officials.....	200	400
Clothing	900	900
Repairs to Boats.....	50	50
Fireman and Cleaning Examining Room.....	100	100
Telegrams.....	400	400
Telephones	160	160
Miscellaneous	1,400	1,400
Subscription to International Customs Journal	125	125
Typewriting.....	450	450
	\$7,185 00	\$7,585 00

XIII.—*Customs* (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(d) Sub-Collectors.		
Outports—		
Bay Bulls, with 20 per cent. on duties	\$231 00	\$231 00
Bay of Islands (not to exceed \$600), with 2½ per cent. on duties.....	360	360
Bay Roberts, with 10 per cent. on duties (not to exceed \$500).....	230	230
Baie Verte, 10 per cent. (not to exceed \$500)	400	400
Belleoram, with 10 per cent. on duties	360	360
Bell Island	700	700
Blanc Sablon (not to exceed \$500), with 10 per cent. on duties.....	300	300
Bonavista (not to exceed \$500), with 2½ per ct. on duties..	300	300
Bonne Bay (not to exceed \$1,000), with 2½ per cent. on duties.....	540	540
Botwoodville, with 10 per cent. on duties (not to exceed \$750)	200	200
Brigus, with 2½ per cent. on duties.....	500	500
Britannia Cove, with 10 per cent. on duties (not to exceed \$500).....	200	200
Burgeo, with 10 per cent. on duties (not to exceed \$750)...	231	231
Burin, with 2½ per cent. on duties (not to exceed \$750)..	621	621
Cape Broyle, with 5 per cent. on duties.....	390	390
Carbonear, (not to exceed \$900), with 2½ per ct. on duties	621	621
Cataliaa, with 10 per cent. on duties.....	231	231
Channel, with 10 per cent. on duties (not to exceed \$600)	300	300
Clarenville, with 10 per cent. on duties.....	250	250
Codroy, with 10 per cent. on duties.....	240	240
Conception Harbor, with 10 per cent. on duties.....	126	126
Ferryland, with 10 per cent. on duties	231	231
Flower's Cove, with 2½ per cent. on duties.....	360	260
Fogo, with 2½ per cent. on duties.....	621	621
Fortune, with 10 per cent. on duties.....	250	250
Gambo	550	550
Garnish, with 20 per cent. on duties	390	390
Gaultois and Hermitage, with 2½ per cent. on duties.....	400	400
Grand Bank, with 2½ per cent. on duties	300	300
Glenwood, with 10 per ct. on duties (not to exceed \$250)..	60	60
Greenspond, with 20 per cent. on duties (not to exceed \$600).....	300	300
Hant's Harbor, with 20 per cent. on duties.....	15	15
Harbor Breton (not to exceed \$500), with 2½ per cent. on duties.....	400	400
Harbor Grace (not to exceed \$1,000), with 2½ per cent. on duties	666	666
Harbor Main, with 10 per cent. on duties.....	126	126
Heart's Content, with 20 per cent. on duties (not to ex- ceed \$500).....	100	100
Herring Neck, with 10 per cent. on duties.....	50	50
Holyrood, with 10 per cent. on duties.....	100	100
King's Cove, with 10 per cent. on duties	231	231
Labrador, with 10 per cent. on duties (not to exceed \$800)	600	600
Lamaline, with 2½ per cent. on duties.....	495	495
LaPoile, with 2½ per cent. on duties	300	300
Lark Harbor, with 10 per cent. on duties.....	400	400
LaScie, with 10 per cent. on duties.....	180	180
Lewisport, with 5 per cent. on duties	500	500
Little Placentia, with 10 per cent. on duties.....	231	251
Carried forward.....	\$15,187 00	\$15,187 00

XIII.—Customs (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(d) Sub-Collectors (concluded).		
Brought forward.....	\$15,187 00	\$15,187 00
Outports—		
Little River, Codroy, with 20 per cent. on duties (not to exceed \$300).....	80	80
Millertown, with 2½ per ct. on duties (not to exceed \$600)	500	500
Nipper's Harbor, with 20 per cent. on duties (not to exceed \$300).....	80	80
Norris' Arm.....		150
Oderin, with 2½ per cent. on duties.....	411	411
Old Perlican and Western Bay, with 10 per ct. on duties..	20	20
Pilley's Island, with 10 per cent. on duties.....	400	400
Placentia, with 10 per cent. on duties (not to exceed \$700)	450	150
Port-aux-Basques, with 2½ per cent. on duties (not to exceed \$1,000).....	750	750
Port Blandford, with 20 per cent. on duties (not to exceed \$500).....	100	100
Port-au-Port.....	500	500
Port Saunders, with 10 per cent. on duties.....	400	400
Pushthrough, with 2½ per cent. on duties (not to exceed \$500).....	300	300
Ramea, with 10 per cent. on duties (not to exceed \$500)...	390	390
Renews, with 20 per cent. on duties (not to exceed \$500)..	100	100
Robinson's Head.....	240	240
Rose Blanche, with 10 per cent. on duties (not to exceed \$500).....	281	281
Rigoulette, with 10 per ct. on duties (not to exceed \$800)..	600	600
Salmonier, with 10 per ct. on duties (not to exceed \$500)..	120	120
Salvage, with 10 per cent. on duties.....	15	15
Sandy Point, with 2½ per cent. on duties (not to exceed \$500).....	360	360
St. Anthony, with 20 per cent. on duties (not to exceed \$500).....	320	350
St. Jacques, with 2½ per cent. on duties (not to exceed \$600).....	416	416
St. Lawrence, with 10 per cent. on duties (not to exceed \$500).....	281	281
St. Mary's, with 10 per ct. on duties (not to exceed \$500)..	231	231
St. George's, with 10 per cent. on duties (not to exceed \$600).....	250	250
Sound Island, with 10 per cent. on duties (not to exceed \$500).....	240	240
Tilt Cove, with 2½ per cent. on duties (not to exceed \$600)	400	400
Trepassey, with 10 per cent. on duties (not to exceed \$600)	280	280
Trinity, with 2½ per cent. on duties (not to exceed \$600)..	400	400
Twillingate, with 2½ per cent. on duties.....	621	621
Whitbourne, with 10 per ct. on duties (not to exceed \$200)	50	50
Wood's Isld, with 10 per ct. on duties (not to exceed \$500).	400	400
	\$25,203 00	\$25,353 00
(c) Guagers, Tidewaiters and Boatmen.		
Outports—		
Bay of Islands, two men (one at \$390 and one at \$360).....	\$750	\$750 00
Bell Island, three men at \$360.....	1,080	1,080
Blance Sablon, two men.....	320	320
Bonavista, one man.....	160	160
Bonne Bay, one man.....	360	360
Carried forward.....	\$2,670 00	\$2,670 00

XIII.—*Customs* (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(e) Gaugers, Tidewaiters and Boatmen (concluded),		
Brought forward.....	\$2,670 00	\$2,670 00
Outports—		
Burgeo, one man	150	150
Burin, one man.....	390	390
Cape St. George's, one man.....	240	240
Carbonear, one man.....	350	390
<i>Fiona</i> , S.S., one man.....	390	390
Fortune, one man.....	150	150
Grand Bank, one man	170	170
Greenspond, one man	150	150
Harbor Grace, 1 gauger	408	408
Harbor Grace, three men at \$360 each	1,080	1,080
Harbor Grace, two men at \$195 each.....	390	390
Kelligrews, one man.....	75	75
Lamaline, one man	200	200
Lawn, one man.....	390	300
Lord's Cove, one man.....	100	100
Lorries, one man.....	120	120
Placentia, one man.....	390	390
Port-aux-Basques, two men (one at \$500 and one at \$360)	860	860
Rose Blanche, one man	100	100
Sandy Point, one man.....	240	240
St. Jacques, one man for cruiser	390	390
St. Lawrence, one man.....	250	250
Outport Supernumeraries	3,000	3,000
	<u>\$12,653 00</u>	<u>\$12,603 00</u>
(f) Boats and Boat Hire.		
Boats and Boat Hire	\$490 00	\$490 00
(g) Office and Office Rent.		
Repairs to Offices and Furniture	\$85 00	\$85 00
Rent of Offices.....	670	670
To build Custom House Office, Rigoulette	400	.....
To build Custom House, Port Saunders.....		400
	<u>\$1,155 00</u>	<u>\$1,155 00</u>
(h) Percentage on Duties.		
Estimated Amount	\$11,000 00	\$11,000 00
(i) Contingencies.		
Printing, Stationery, etc	\$400 00	\$400 00
Clothing	500	500
Fuel and Light	500	500
Telegrams and Postage	150	150
Travelling Expenses	100	250
Board Money.....	400	400
Miscellaneous.....	200	200
Survey Labrador Vessels	700	700
Compiling Statistics of Emigration and Immigration	150	.....
	<u>\$3,100 00</u>	<u>\$3,100 00</u>

XIII.—Customs (concluded).

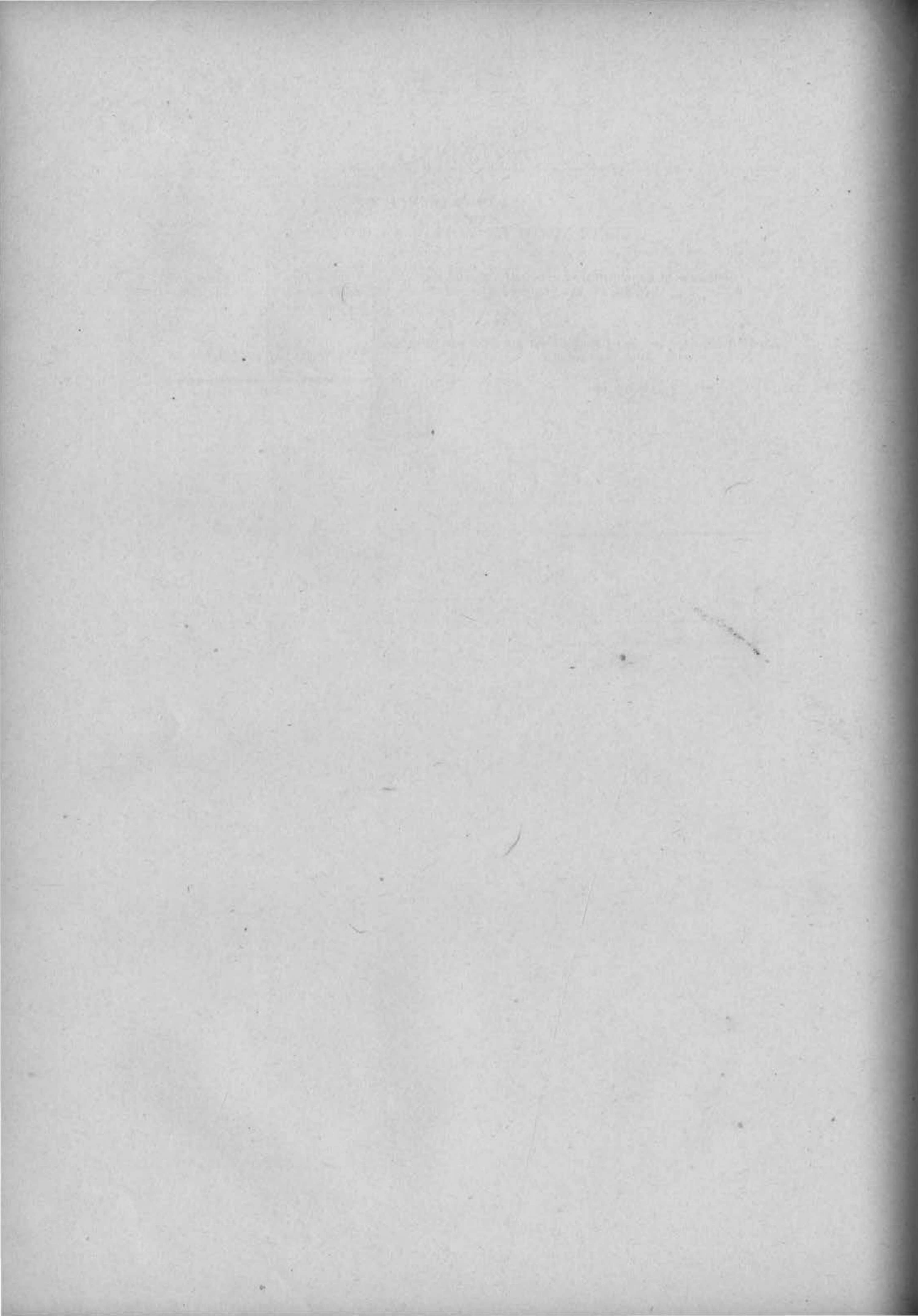
DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
(j) South West Coast.		
Revenue Protection Service :—		
Outport Tidewaiters	\$2,500 00	\$2,500 00
Supernumeraries and extra service.....	500	500
Board of Tidewaiters.....	1,000	1,000
Extra Pay.....	400	400
Travelling Expenses	300	300
Telegrams	25	25
Stationery.....	50	50
Yachts, etc.....	800	800
Miscellaneous.....	15	15
	\$5,590 00	\$5,590 00
(k) Labrador.		
Revenue Protection Service :—		
Travelling Expenses.....	\$400 00	\$400 00
Miscellaneous.....	300	300
	\$700 00	\$700 00

XIV.—Contingencies.

AMOUNT TO BE VOTED, \$10,000.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1904—1905.	Estimate 1905—1906.
Amount required to meet possible shortage owing to unforeseen contingencies which may arise.....	\$10,000 00	\$10,000 00



APPENDIX.

**FINANCIAL STATEMENTS FOR YEAR ENDING 30TH JUNE,
1904.**

Dr. *Statement of Revenue and Expenditure of the Government*

1903-04.		
To Customs Revenue, viz. :—		
Duties.....	\$2,242,988.21	
Less Drawbacks	16,036.33	
		\$2,226,951.88
Light Dues		27,543.64
Harbor Master's Dues.....		981.00
To Miscellaneous, viz. :—		
Lloyd's Dues	410.85	
Hospital Dues	308.66	
Customs Forms.....	639.02	
Rent Warehouses.....	1,016.00	
Sundries	208.36	2,582.89
		<u>2,258,059.41</u>
Total Customs Revenue		
To Postal Revenue.....	65,811.29	
Crown Lands.....	44,632.35	
Liquor Licenses.....	4,797.40	
Fines and Forfeitures	4,548.95	
Inland Revenue Stamps	14,909.57	
Broom Department, Penitentiary	6,415.64	
Fees Public Institutions.....	3,851.82	
Foreign Fishing Licenses.....	7,435.63	
Government Telegraphs.....	17,030.47	
Interest on Municipal Debt.	25,000.00	
Whaling Licenses.....	22,500.00	
Interest on Credit Balances.....	16,889.36	
Municipal Contribution to Fire Department	12,000.00	
Sales of Silver and Copper Coins.....	4,400.00	
Registering Companies' Fees	1,094.75	
Repayments, &c., &c.....	4,256.66	255,573.89
		<u>255,573.89</u>
Total Current Revenue.....		
		\$2,513,633.30
LOANS, &c.		
Receipts on Account of Loan, 1899.....	8,075.45	
do do 1902.....	64,594.16	
do do 1903.....	67,940.52	
do do for Agricultural Bonus	6,431.22	
Receipts from Surplus Trust Fund	50,482.95	197,524.30
		<u>197,524.30</u>
Gross Revenue		
		\$2,711,157.60

Dr. *Statement of Consolidated*

To Balance carried forward to 1904-05.....	\$400,160.55
	<u>\$400,160.55</u>

Examined by me and found correct,
 F. C. BERTEAU,
 Comptroller and Auditor General,

of Newfoundland for the Financial Year, 1903-04.

Cr.

1903-04.

By Expenditure under the following Appropriation Heads, viz. :—

I. Interest on Public Debt	\$809,900.11	
II. Civil Government.....	129,147.82	
III. Pensions	12,753.39	
IV. Administration of Justice	159,363.66	
V. Legislation	32,321.74	
VI. Education	188,729.50	
VII. Public Charities	221,976.37	
VIII. Lighthouses	57,443.37	
IX. Agriculture and Mines.....	23,245.43	
X. Marine and Fisheries.....	54,046.29	
XI. Roads, Bridges, Ferries and Railways	167,036.70	
XII. Postal and Telegraphs	294,889.02	
XIII. Customs	109,459.43	
XIV. Contingencies	33,026.97	
Liquidation of Public Debt.....	50,674.96	
Total Expenditure on C.A		2,354,014.76
Expenditure under the provisions of the 33rd Sec (b) of the Audit Act	39,270.72	
Transferred from Surplus of Exchequer Account to the Re- serve Fund.....	40,000.00	79,270.72
Balance to Credit of Exchequer Account, being Surplus of Revenue over Expenditure and Transfer to Reserve...		80,347.82
		\$2,513,633.30

LOANS, &c.

Payments on Account of—

Loan, 1899	8,075.45	
Loan, 1902	64,594.16	
Loan, 1903	67,940.52	
Loan for Agricultural Bonus	6,431.22	
From Surplus Trust Fund.. ..	50,482.95	197,524.30
		\$2,711,157.60

Fund Account.

Cr.

By Balance brought forward from 1902-03	\$360,160.55
“ “ Exchequer Account added during year.....	40,000.00
	\$400,160.55

E. M. JACKMAN,
Minister of Finance and Customs.

 Dr. *Finance Minister of Newfoundland in Account*

1903.

July 1.—To Balance from 1902-03		\$20,039,581.04
31.—To Debentures issued under 56 Vic., Cap. 1, at 4 per ct..	530.00	
Sept. 15.—To Debentures issued under 56 Vic., Cap. 1, at 4 per ct..	1,944.75	
Nov. 14.—To Debentures issued under 56 Vic., Cap. 1, at 4 per ct..	1,789.30	
Dec. 17.—To Debentures issued under 56 Vic.; Cap. 1, at 4 per ct..	1,365.69	

1904.

June 30.—To Debentures issued under 56 Vic., Cap. 1, at 4 per ct..	3,605.00	9,234.74
		<u>\$20,048,815.78</u>

Items of Public Debt Balance :—

Loans at 3 per cent. Interest.....	1,581,666.66	
do at 3½ do do	11,153,920.00	
do at 4 do do	7,252,714.16	
do at 5 do do	4,600.00	19,992,900.82

 \$19,992,900.82

Examined by me and found correct,
 F. C. BERTEAU,
 Comptroller and Auditor General,

with the Public Debt, 1903 and 1904.

Cr.

1904.		
June 30.—By Debentures paid off under Sundry Acts, at 4 per cent		\$55,914.96
“ Balance, viz. :—Loans at 3 per cent.....	1,581,666.66	
do at 3½ do	11,153,920.00	
do at 4 do	7,252,714.16	
do at 5 do	4,600.00	19,992,900.82
		<u>\$20,048,815.78</u>

Items of Public Debt Balance :—

Act 42 Vic., Cap. 9, 5 per cent.....		4,600.00
Con. Stat. Title 16, Cap. 56, 4 per cent	1,500.00	
Act 44 Vic., Cap. 21, 4 per cent.....	82,000.00	
Act 46-7 do 5-4, 4 do	61,436.00	
Act 49 do 15, 4 do	174,000.00	
Act 49 do 3, 4 do	60,000.00	
Act 50 do 6, 4 do	480,000.00	
Act 50 do 7, 4 do	320,000.00	
Act 51 do 2, 4 do	50,000.00	
Act 51 do 5, 4 do	448,590.00	
Act 52 do 5, 4 do	410,500.00	
Act 54 do 7, 4 do	61,350.00	
Act 56 do 1, 4 do (Special Session). ...	370,493.85	
Act 56 do 4, 4 do	100,000.00	
Act 58 do 4, 4 do (1st Session).....	89,887.00	
Act 58 do 13, 4 do (2nd Session).....	2,676,666.66	
Act 60 do 2, 4 do (1st Session).....	973,333.33	
Act 61 do 10, 4 do	349,857.32	
Act 61-2-3 do 33, 4 do	200,000.00	
Act 62-3 do 37, 4 do	146,100.00	
Act 2 Ed. VII., Cap. 28, 4 per cent.....	125,000.00	
Act 59 Vic., Cap. 15, 4 per cent.....	72,000.00	
		7,252,714.16
Act 56 do 1, 3½ do	3,384,960.00	
Act 56 do 2, 3½ do	4,708,800.00	
Act 60 do 4, 3½ do (2nd Session).....	456,980.00	
Act 61-3 do 6-4, 3½ do	340,180.00	
Act 1 Ed. VII., Cap. 6, 3½ per cent.....	2,263,000.00	
		11,153,920.00
Act 54 Vic., Cap. 8, 3 per cent.....		1,581,666.66
		<u>\$19,992,900.82</u>

E. M. JACKMAN,
Minister of Finance and Customs.

NOTE.—\$267,534 of the above has been paid off by the Sinking Fund, established under Act 58 Vic., Cap. 13, 2nd Session.

Dr.	<i>Finance Minister in Account with the</i>	
<hr/>		
To Revenue and Expenditure, viz. :—		
Revenue on Current Account.....	2,513,633.30	
Revenue on Loan and Trust Accounts.....	197,524.30	
	<u>\$2,711,157.60</u>	
To Trust Accounts, viz. :—		
Surplus Trust Fund, 1901-02, 1902-03, 1903-04.....	143,925.65	
Consolidated Fund.....	400,160.55	
Debenture Redemption Fund.....	6,500.02	
Sinking Fund (Savings Bank).....	3,110.33	
		<u>553,696.55</u>
To Loan Accounts, viz. :—		
Deposit Receipt, 61 Vic., Cap. 10.....	10,000.00	
do 62-63 do 37.....	5,130.40	
do Agricultural Bonus.....	46,272.25	
do 3 Ed VII., Cap. 17.....	30,059.48	
		<u>91,462.13</u>
To Public Debt, viz. :—		
Bearing Interest at 5 per cent.....	4,600.00	
do at 4 do	7,252,714.16	
do at 3½ do	11,153,920.00	
do at 3 do	1,581,666.66	
		<u>19,992,900.82</u>
		<u>\$20,638,059.50</u>

Examined by me and found correct,
 F. C. BERTEAU,
Comptroller and Auditor General.

APPENDIX.

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Newfoundland Government—Balance Sheet.

Cr.

By Revenue and Expenditure, viz. :—

Expenditure on Current Account.....	\$2,393,285.48
Expenditure on Loan and Trust Accounts.....	197,524.30
	<hr/>
Balance of R. & E., being excess of Revenue over Expenditure	\$2,590,809.78
	120,347.82
	<hr/>
	<u>\$2,711,157.60</u>

Transferred as follows, viz. :—

To Consolidated Fund Account.....	40,000.00
To Surplus Trust Fund Account	80,347.82
	<hr/>
	<u>\$120,347.82</u>

And included in Balances of those Accounts as under.

By Deposit Receipt Accounts, viz. :—

Bank of Montreal, 61 Vic., Cap. 10.....	10,000.00	
do 62-63 do 37.....	5,130.40	
do Agricultural Bonus	46,272.25	
do 60-61 Vic., Cap. 14-10	6,500.02	
do Consolidated Fund	400,160.55	
do Surplus Trust, 1901-02, 1902-03, 1903-04 ...	143,925.65	
do 3 Ed. VII., Cap. 17	30,059.48	
Savings Bank, Sinking Fund	3,110.33	
	<hr/>	645,158.08

By Public Debt, as per Contra :—

For Items see Statement of Public Debt.....		19,992,900.82
		<hr/>
		<u>\$20,638,059.50</u>

E. M. JACKMAN,
Minister of Finance and Customs.

Dr.	<i>West End</i>
1903.	
Feb. 25.—To paid Sundry Amounts.....	\$2,204.60
July 7.—To Balance deposited in Bank of Montreal.....	875.93
	\$3,080.53

Dr.	<i>N. N. & W. &</i>
1903.	
Sept. 3.—To paid Sundry Amounts	\$392.40
May 27.—To Balance on Deposit in Bank of Montreal carried to 1904-05 Account	11.89
	\$404.29

Dr.	<i>Statement of Teachers' Pension Fund</i>
Balance to Credit of Fund, 1st July, 1903	\$25,368.90
Deposits to Fund for Year ended 30th June, 1904	4,644.05
	\$30,012.95
Withdrawals from Fund during year :—	
Roman Catholic.....	565.17
Church of England	638.66
Methodist	1,145.06
	2,348.89
Total Amount to Credit of Fund at 30th June, 1904.....	\$27,664.06

Examined by me and found correct,
 W. L. DONNELLY,
Assistant to Auditor General.

Examined under my direction,
 F. C. BERTEAU,
Comptroller and Auditor General.

APPENDIX.

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Railway. Cr.

1903.	
July 1.—By Balance brought forward from 1902-03 Account	\$80.53
May 23.—By Deposit by Minister of Finance in Bank of Montreal	3,000.00
	<u>\$3,080.53</u>

S. Railway. Cr.

1903.	
July 1.—By Balance brought forward from 1902-03 Account.....	\$404.29
	<u>\$404.29</u>

for year ended June 30, 1904. Cr.

DEPOSITS TO FUND DURING YEAR 1903-04.

Contributions by Teachers under—	
Roman Catholic Boards.....	\$923.63
Church of England Boards.....	1,209.66
Methodist Boards.....	978.62
Congregational Boards.....	24.87
	<u>\$3,136.78</u>
Interest allowed by Bank for year.....	777.94
Interest allowed by Government for year	729.33
	<u>\$4,644.05</u>

E. M. JACKMAN,
Minister of Finance and Customs.

Coal Duty paid by Bonds, Year ended 30th June, 1904.

1903.	Duty.	Interest.
Sept. 30.— 8,218 tons coal.....	\$4,109.00	\$82.18
Dec. 31.— 8,361 do	4,180.50	83.61
1904.		
Mar. 31.— 8,775 do	4,387.50	87.75
June 30.—11,089 do	8,245.60	164.89
36,443 tons.	<u>\$20,922.60</u>	<u>\$418.43</u>

Dr.	Customs Trust
To Balance from last year.....	\$4,247.01
“ Fines and Forfeitures.....	4,391.55
“ Bank Fishermen’s Insurance.....	823.80
“ Refund Claims	1,239.12
	<u>\$10,701.48</u>

Examined by me and found correct,
 W. L. DONNELLY,
Assistant to Auditor General.

Examined under my direction,
 F. C. BERTEAU,
Comptroller and Auditor General.

Game License Account.

Dr.	
1903-04.	
Receipts for year	\$3,600.00
Cr.	
1903-04.	
Disbursements for year	\$3,361.61
Paid over to Treasury	238.39
	\$3,600.00

<i>Account, 1903-04.</i>	Cr.
By paid Claims for Fines and Forfeitures	3,370.11
“ Refund Claims	1,245.06
“ Copyright Duties	1.28
“ Bank Fishermen's Insurance Claims	880.00
By Balance to 1904-05 Account	5,205.03
	\$10,701.48

E. M. JACKMAN,
Minister of Finance and Customs.

Report of the Newfoundland Savings Bank for Year ending 31st December, 1904.

Amount of Deposits, 1903	\$1,582,926.22
" " 1904.....	1,819,167.61
	<u>\$236,241.39</u>
Amount deposited during the year.....	\$558,345.37
Amount withdrawn during the year	322,103.98
	<u>\$236,241.39</u>
Amount received for interest on investments of all kinds during the year.....	\$63,999.75
which account is closed as follows :—	
Amount of interest paid depositors for year	\$49,292.34
Salaries, Directors, Rent, Stationery, &c	6,798.24
Harbor Grace Branch, Disbursements.....	639.66
Heart's Content Branch, Disbursements	152.74
Balance to Reserve Account	7,086.77
	<u>\$63,999.75</u>
Amount to credit of Sinking Fund.....	<u>\$50,000.00</u>
Reserve Account for year 1903.....	\$17,105.06
Dividend on Union Bank Notes.....	11.35
Reserve Account for 1904.....	7,086.77
	<u>\$24,203.18</u>
Less Law Expenses for years 1902-03-04	\$409.25
Balance Interest on Old Property Claims	446.00
	<u>855.25</u>
	<u>\$23,347.93</u>
The Assets are as follows :—	
Colonial Debentures.....	\$624,114.70
Bank of Montreal Deposit.....	1,070,000.00
Bank of Montreal Current.....	76,068.19
Cash	16,687.00
Directors Church of England College.....	20,000.00
Mortgages	44,476.66
Municipal Council	1,600.00
Bank Furniture.....	420.00
Harbor Grace Water Co. Debentures.....	8,100.00
" " " Running Account	12,000.00
Carbonear Water Co	9,148.99
Placentia Water Co. Stock.....	9,900.00
	<u>\$1,892,515.54</u>

Report of the Newfoundland Savings Bank for Year ending 31st Dec., 1904 (con).

Contra :—

Deposit Account	\$1,819,167.61
Sinking Fund.....	50,000.00
Reserve	23,347.93
	<u>\$1,892,515.54</u>

E. D. SHEA,
Cashier.R. BOND,
GEO. SKELTON, } Directors.
E. P. MORRIS, }

Classification of Amounts :—

2734 accounts under	\$200
982 accounts from \$200 to	500
482 accounts from \$500 to	1,000
245 accounts from \$1,000 to	2,000
57 accounts from \$2,000 to	3,000
26 accounts from \$3,000 to	4,000
11 accounts from \$4,000 to	5,000
20 accounts over.....	5,000

4557

Harbor Grace Branch :—

661 accounts ; amount	\$186,293.18
-----------------------------	--------------

Heart's Content Branch :—

189 accounts ; amount	23,878.81
-----------------------------	-----------

5407

To His Excellency SIR WILLIAM MACGREGOR, Doctor of Medicine, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit for your Excellency's information the annual report of the Department of Agriculture and Mines for the fiscal year ending the thirtieth of June, one thousand nine hundred and four.

During the year there were issued—

(1) Six hundred and forty-one grants of agricultural land, covering an area of eight thousand four hundred and forty-seven acres, three roods and thirty-seven perches. The amount received for which was Two thousand five hundred and thirty-four dollars and sixty cents, as shown in return marked No. 1.

(2) Twenty-nine licenses to cut timber over an area of three thousand one hundred and forty-two square miles of land, on which there was paid bonus amounting to Three thousand nine hundred and twenty-seven dollars, and the annual rental amounting to Six thousand two hundred and eighty-four dollars, as shown in return marked No. 2.

(3) One lease of mill site and water power, at a rental of Five dollars per annum, as shown in return marked No. 3.

(4) Three leases of quarry rights, covering an area of One hundred and thirty-seven acres, three roods and thirty-four perches, the annual rental of which amounts to Thirty-four dollars and fifty cents.

(5) One hundred and thirty-five licenses of mining locations, covering an area of one hundred and sixty-seven and a half square miles, on which the sum of Three thousand three hundred and fifty dollars was paid, as shown in return marked No. 5.

(6) Eighteen ninety-nine year leases of mining locations, covering an area of twenty-two and a half square miles, on which the sum of nine hundred dollars was paid, as shown in return marked No. 6.

(7) One fee-simple mining grant, over an area of one-half square mile, on which the sum of Twenty-five dollars was paid, as shown in return marked No. 7.

During the past season three separate parties were engaged in surveying.

The first, under the first surveyor of this department, was engaged in locating the boundary lines of the Reid-Newfoundland Company's blocks between Gambo

and Come-by-Chance Pond, during which time sixty-two miles of railway were traversed and forty-five miles of boundary lines cut to a width of three feet. Much time was lost by this party by reason of the large forest fires in this vicinity ; on one occasion they had to fight one of these for ten days and nights constantly.

The second party, under the second surveyor of this department, was fitted out on board a vessel called the *Kingfisher*, for the purpose of surveying the various harbors on the Treaty Coast on the west and northern shores of the island. Surveys were made at Port Saunders, Port-au-Choix, Gargamelle, St. John's Island, Flower's Cove, Bartlett Harbor, Brig Bay, Parelle Island, Nameless Cove, Quirpon, Griquet and St. Anthony, for the purpose of ascertaining what land was occupied by squatters and what would be available for future settlers.

The third party was under a deputy surveyor, and was engaged in similar work to the second party on the Treaty Coast on the east side of the island, during which the following places were surveyed, viz. :—Gold Cove, Brown's Cove, Sop's Island, Little Coney Arm, Little Harbour Deep, Grand Vache, Duggan's Cove, Great Harbour Deep, Coachman's Cove, Fleur de Lys, Brent Cove, Western Cove, Wiseman's Cove, Pound Cove, Wild Cove, Pumley Cove and LaScie.

Plans of all these surveys have been duly made and are now in this department.

ENCOURAGEMENT OF AGRICULTURE. — There were issued during the year one thousand two hundred and twenty-two licenses to clear land, covering an area of seven hundred and eighty-nine acres, one rood and four perches, and there was paid for clearing three hundred and eight acres, two roods and three perches the sum of Three thousand and eighty-five dollars and sixteen cents, and for seeding one hundred and fifty-eight acres, two roods and one perch the sum of One thousand five hundred and eighty-five dollars and six cents. There is still a balance out of the loan contracted for that purpose of the sum of Forty-six thousand two hundred and seventy-two dollars and twenty-five cents.

The report of Mr. James P. Howley, Geological Surveyor, on the boring operations in the coal basin near Goose Brook, has been already forwarded to your Excellency through the Right Honourable the Colonial Secretary. I have the honour to also enclose the report of the Board of Agriculture, showing the amount of stock on hand and the number of animals distributed to the various districts.

I have the honour to be,

Sir,

Your obedient servant,

J. A. CLIFT,

Minister of Agriculture and Mines.

Return of Crown Land Grants issued

No.	Date of Issue.	Name.	No. of Grant.
1	July 1	John T. Cornier	9519
2	1	James Kennedy.....	9518
3	3	Samuel Noseworthy	9651
4	6	Thomas Penney.....	9460
5	15	John Campbell.....	9601
6	15	William Quinton, John Quinton, John Weeks and Dav. Handcock..	8941
7	20	Angus McAuley.....	9642
8	27	Antonia Joseph	9685
9	30	Amos Curtis, John Curtis and Joseph Curtis.....	9437
10	Aug 1	John Heffernan	9552
11	1	James Primmer	9660
12	6	Jacob Morgan.....	9548
13	6	John Pritchett, jr.....	9702
14	7	Unitas Fratrum	9688
15	8	James Holloway	9458
16	12	Charles E. Dodd	9709
17	12	Elizabeth Tarbett	9690
18	12	Elizabeth Tarbett	9691
19	20	John J. Murphy	9720
20	20	John J. Murphy	9721
21	21	Timothy Pilley.....	9613
22	22	Thomas Anthony.....	9618
23	22	Mark and Ambrose, Dawe and Lewis Osmond.....	9705
24	25	Exploits Lumber Co., Limited	9715
25	25	Exploits Lumber Co., Limited	9714
26	25	John T. Currie.....	9339
27	29	Stephen Sheering.....	9695
28	Sept. 2	G. M. Goddard.....	9712
29	2	John E. Cater.....	9689
30	3	Exploits Lumber Co., Limited	9723
31	5	James Parsons	9704
32	5	Joseph J. Taylor	9692
33	5	John King.....	9698
34	5	Charles Hodder	9711
35	5	Newfoundland Conference.....	9706
36	5	John Sheering	9696
37	5	Samuel Thomas Dalley	9716
38	5	Stephen Jeans.....	9699
39	5	George Parsons.....	9703
40	7	Bowring Bros., Limited	9724
41	8	John Curlew.....	9722
42	8	Solomon Lomond	9707
43	8	Eli Steele	9694
44	8	John W. Chafe.....	9701
45	8	Caleb Cutler (for S. U. F.)	9710
46	10	J. R. J. and W. Ansty.....	9622
47	10	Emanuel Bragg.....	9700
48	16	Zaccharias Curtis.....	9726
49	16	James Wells	9725
50	16	Joseph P. Foley.....	9727
51	18	William J. Ellis.....	9728
52	19	J. W. Roberts.....	9697
53	22	Joseph Pennell.....	9719
54	22	Henry Hinks	9717
55	22	Henry Hinks	9718
56	Oct. 1	S. A. Dawson, Chairman	9708
57	15	Diocesan Synod	9743
58	20	Diocesan Synod	9039
59	20	Diocesan Synod	9615

during the year 1903-1904.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
Codroy, District of St. George.....	A. 41	R. 1	P. 7	July 9, 1902	64	147	\$13 60
Codroy, District of St. George.....	75	0	0	9 "	64A	111	23 50
Clode Sound, District of Bonavista	50	0	0	May 16, 1903	"	118	1 00
Skibbereen, District of Harbor Main	30	2	20	June 27, 1902	"	115	10 30
Shoal Brook, Bonne Bay, Dis. of St. Barbe..	1	2	0	Jan. 20, 1903	56	134	1 60
Menchin's Cove, District of Bonavista.....	10	0	0	Sept. 8, 1899	61	29	4 00
Winter House Brook, District of St. Barbe..	0	1	10	April 27, 1903	56	132	1 30
South Side Humber River, Dis. St. George..	20	0	0	May 16 "	"	131	7 00
Cain's Point, Exploits, Dis. of Twillingate..	26	1	13	June 23 "	64A	98	9 10
Bay Bulls Road, District of St. John's West	13	0	0	Nov. 13, 1902	"	61	4 90
Mud Bed Cove, Burnt Bay, Dis. Twillingate	16	1	6	May 16, 1903	"	104	6 10
Head Long Beach Pond, Dis. Port-de-Grave	1	3	23	Nov. 13 "	"	100	1 60
Middle Prook, Gambo, Dis. of Bonavista ...	10	1	20	July 10 "	"	121	4 30
Flounder's Bight, Labrador.....	1000	0	0	10 "	"	125	1 00
Clode Sound, District of Bonavista	36	2	0	June 27 "	"	116	10 90
George's Lake, District of St. George	35	0	0	July 10 "	64	165	11 50
Big Barachoix, District of St. George	8	3	0	10 "	"	166	3 70
Dead Fall Point, Dis. of Burgeo & LaPoile..	7	0	29	10 "	"	167	3 40
Gambo, District of Bonavista.....	17	2	32	Aug. 19 "	"	168	6 40
Gambo, District of Bonavista.....	60	0	0	19 "	"	169	25 00
Campbellton, District of Twillingate.....	7	1	9	April 27 "	64A	106	3 40
Glenwood, District of Twillingate	1	2	16	27 "	64	170	1 60
Moreton's Harbor, District of Twillingate...	16	2	28	July 10 "	"	171	6 10
Junction Brook, District of Twillingate.....	2	2	35	10 "	"	172	2 20
Junction Badger with Exploits, Dis. T'w'g'te	40	0	0	10 "	"	173	13 00
Burgoyne's Cove, District of Trinity.....	19	0	0	April 23 "	64A	96	6 70
New Bay, District of Twillingate.....	5	0	36	July 10 "	64	175	2 80
Burnt Island, Dis. of Placentia & St. Mary's	0	2	15	10 "	"	176	1 30
Dog Bay, District of Fogo.....	20	0	0	10 "	"	174	7 00
Botwoodville, District of Twillingate	38	0	0	Aug. 31 "	64A	129	12 40
Cat Harbor, District of Fogo	4	0	35	July 10 "	64	177	2 50
Change Islands, District of Twillingate	1	0	9	10 "	"	178	1 60
Bennett's Cove, District of Bonavista..	1	2	20	10 "	"	179	1 60
Lewisport, District of Twillingate	7	3	8	10 "	"	181	3 40
Bonavista, District of Bonavista.....	13	1	36	10 "	"	182	1 00
New Bay, District of Twillingate.....	15	0	33	10 "	"	183	5 80
Hall's Bay, District of Twillingate.....	5	0	23	10 "	"	184	2 80
Western Hr., Samson's Isld, Dis. Bonavista	22	1	8	10 "	"	185	7 90
Perry's Cove, District of Bay-de-Verde	1	1	36	10 "	"	186	1 60
Antle Cove, Labrador	25	0	0	Sept. 4 "	"	187	8 50
Coley's Point, Bay Roberts, Dis. Hr. Grace	2	0	3	Aug. 26 "	64A	130	1 90
Big Barachoix, District of St. George.....	3	2	0	July 10 "	64	188	2 20
Western Arm, District of Twillingate	3	3	25	10 "	"	189	2 20
Beaver Pond Road, Dis. of St. John's West..	20	0	0	10 "	"	190	7 00
Fair Island, District of Bonavista.....	0	2	0	10 "	"	192	1 30
Winter Tickles, Exploits, Dis. Twillingate..	31	1	8	April 27 "	64A	122	10 60
Durant's Island, Dis. of Burgeo & LaPoile...	13	0	31	July 10 "	64	193	5 20
Pinchard's Island, District of Bonavista	0	3	25	April 10 "	"	195	1 30
Swan Hr., Exploits, District of Twillingate	4	0	8	10 "	"	196	2 50
Notre Dame Junction, Dis. of Twillingate...	9	1	0	10 "	"	197	4 00
Bay LeMoine, District of Burgeo & LaPoile	20	0	0	11 "	"	194	7 00
Exploits Junction, District of Twillingate...	8	3	8	July 10 "	64A	126	3 70
Birchy Cove, Bay of Islands, Dis. St. George	7	0	37	10 "	56	137	3 40
Double Dick Co., Port Saund'rs, Dis. St. Barbe	3	3	17	10 "	"	138	2 20
Inland Port Saunders, District of St. Barbe	7	2	29	10 "	"	139	3 40
Silver Hair Island, District of Bonavista.....	0	1	24	3 "	64A	128	1 00
Placentia & Pt. May, Dis. Pla. & St. Mary's	0	0	15½	Oct. 3 "	64	198	1 00
Thorburn Road, District of St. John's West	2	0	4	July 4, 1900	61	311	1 00
Hopeall, District of Trinity	24	0	12	April 27, 1903	64A	119	1 00

Return of Crown Land Grants issued

No.	Date of Issue.	Name.	No. of Grant.
60	Oct. 20	Diocesan Synod	9616
61	24	Eva C. Booth	9740
62	24	Elijah Hollett	9751
63	24	David Organ	9756
64	24	Robert French	9746
65	24	Edwin Pelley	9759
66	24	James and William Hicks	9730
67	24	John Brown	9739
68	24	Philip G. Lake	9755
69	24	George Murley	9753
70	24	Thomas Shave	9741
71	24	Charles N. Farnell	9765
72	24	John Young, sr	9274
73	24	Albert Stickley	9770
74	24	William Sheppard	9769
75	24	John Higgins	9764
76	24	Henry Pynn	9762
77	24	Joseph Gissue	9766
78	24	John H. Grant	9748
79	27	John Petten	9816
80	27	Samuel Gooby	9805
81	27	Mark Garrett	9786
82	27	Oswald H. Hodgson	9749
83	27	Oswald H. Hodgson	9750
84	27	John H. Shears	9780
85	27	Henry J. Bishop	9814
86	31	Thomas Power	9760
87	31	Eva C. Booth	9811
88	31	Jacob Dawe & Bros	9747
89	31	Jacob Dawe & Bros	9744
90	31	James Burke	9773
91	31	Martin Dwyer	9776
92	31	Samuel Simmons	9797
93	31	Thomas Pelley	9784
94	31	Harris Williams	9732
95	31	James N. Butt	9813
96	31	Leander Stockwood	9795
97	31	Matthew LeGrow	9806
98	31	William G. Lake	9807
99	31	Ellen Evans	9781
100	31	James Thornhill	9793
101	31	George French	9782
102	31	Elijah Vaters	9792
103	31	Duncan Pike	9803
104	31	Samuel Clarke	9775
105	31	Richard and George Barfoot	9815
106	31	John Lane	9802
107	31	Eli Hann and others	9783
108	31	John Osmond	9758
109	31	Albert Gergory	9779
110	31	William March	9801
111	31	Albert Gregory	9778
112	31	Charles Cheeseman	9788
113	31	Henry Slade	9734
114	31	Richard H. Fogwell	9822
115	31	Thomas Boldon	9767
116	31	Richard Sheppard	9823
117	31	George H. Parks	9761
118	31	Michael Farrell	9757

during the year 1903-1904.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
Norman's Cove, District of Trinity	A. 2	R. 0	P. 6	April 27, 1903	64A	107	\$1 00
Doting Cove, District of Fogo	0	2	0	Oct. 3	"	139	1 00
North Harbor, Dis. of Placentia & St. Mary's	3	0	36	3	"	131	2 20
Clay Bank, District of Fortune Bay.....	18	1	27	3	"	138	6 70
Juniper's Brook, District of Twillingate	2	3	7	3	"	134	1 90
Beaverton, District of Twillingate.....	12	0	28	3	"	132	4 90
Cram's Brook, District of Bonavista.....	6	2	18	3	"	136	3 10
Cram's Brook, District of Bonavista.....	13	2	1	3	"	137	5 20
Fortune Gut, District of Burin.....	3	1	34	3	"	64	2 20
Mortier Bay, District of Burin	23	1	16	3	"	64A	8 20
Burin Bay Arm, District of Burin.....	4	2	8	3	"	"	2 50
Corner Brook, District of St. George.....	50	0	0	3	"	56	16 00
Red Rocks, District of St. George.....	160	0	0	April 22, 1902	"	135	1 00
Benoits Cove, District of St. George.....	14	0	0	Oct. 3, 1903	"	142	5 20
Lark Harbor, District of St. George.....	3	1	18	3	"	"	1 20
Lark Harbor, District of St. George.....	2	2	34	3	"	"	1 90
Benoits Cove Road, District of St. George...	0	3	12	3	"	"	1 30
Corner Brook, District of St. George.....	23	1	16	3	"	"	7 20
Grand Bank, District of Burin	6	0	0	3	"	64	2 80
Middle Bight, District of Harbor Main	21	2	0	14	"	"	7 60
Bald Nap, District of Trinity.....	7	0	0	14	"	"	3 10
Fox Cove, District of Bonavista.....	2	2	0	14	"	"	1 90
Grand River, Codroy, Dis. of St. George.....	2	1	0	3	"	64A	1 90
Grand River, Codroy, Dis. of St. George.....	25	3	30	3	"	"	8 80
Port-aux-Basques, Dis. of Burgeo & LaPoile	6	0	4	14	"	65	6 3 10
Long Harbor Line, District of Hr. Grace ...	3	3	6	14	"	"	15 2 20
Witless Bay, District of Ferryland.....	0	1	33	3	"	64A	150 1 30
Hant's Harbor, District of Trinity.....	1	2	10	14	"	"	147 1 60
Long Pond, District of Harbor Main.....	8	0	0	3	"	64	205 3 40
Long Pond, District of Harbor Main.....	8	2	18	3	"	64A	145 3 70
Logy Bay, District of St. John's East.....	12	0	0	14	"	65	11 4 60
Bell Island, District of St. John's East.....	5	0	0	14	"	64A	158 2 50
Dog Bay, District of Fogo	5	1	16	14	"	"	159 2 80
Beaverton, District of Fogo	3	3	12	14	"	65	2 2 20
Gander Bay, District of Fogo.....	12	2	28	3	"	"	1 4 90
Clure's Cove, District of Bay-de-Verde.....	0	1	1	14	"	"	7 1 30
Gull Island Pond, District of Bay-de-Verde	14	1	27	14	"	64A	156 5 50
Broad Cove, District of Bay-de-Verde.....	2	1	0	14	"	65	3 1 90
Fortune, District of Burin	0	3	0	14	"	"	5 1 30
Grand Bank, District of Burin	4	0	0	14	"	"	8 2 20
Grand Bank, District of Burin	4	0	0	14	"	"	10 2 20
Victoria Village, District of Carbonear.....	5	2	38	14	"	"	13 2 80
Victoria Village, District of Carbonear.....	3	1	28	14	"	64A	155 2 20
Mosquito, District of Carbonear.....	19	3	33	14	"	65	16 7 00
Victoria Village, District of Carbonear.....	1	0	0	14	"	64A	148 1 30
Pool's Island, District of Bonavista.....	1	0	25	14	"	64	206 1 60
Squid Pickle, District of Bonavista	7	1	8	14	"	64A	157 3 40
Wesleyville, District of Bonavista.	5	1	0	14	"	"	152 2 80
Indian Arm, District of Bonavista.....	10	1	0	3	"	"	142 4 30
Haystack, District of Placentia & St. Mary's	0	1	29	14	"	65	14 1 30
Long Island, Dis. of Placentia & St. Mary's	1	2	14	14	"	"	12 1 60
Barrisway Br'k, Dis. Placentia & St. Mary's	1	2	24	14	"	"	4 1 60
Rushoon, District of Placentia & St. Mary's	6	3	05	14	"	"	9 3 10
Long Island, Dis. of Placentia & St. Mary's	0	3	1	3	"	64A	144 1 30
Watson Cove, District of St. George.....	4	2	34	14	"	56	147 2 50
Cox Cove, Middle Arm, Dis. of St. George..	30	0	0	3	"	"	148 10 00
Lark Harbor, District of St. George.....	6	1	24	14	"	"	149 3 10
Lark Harbor, District of St. George.....	2	2	11	3	"	"	146 1 90
Grand River, District of St. George.....	160	0	0	3	"	64A	146 5 00

Return of Crown Land Grants issued

No.	Date of Issue.	Name.	No. of Grant.
119	Oct. 31	Edward Manuel.....	9804
120	31	Elias Roberts	9796
121	31	Walter Clarke.....	9774
122	31	Francis Martin	9754
123	31	Henry Ball.....	9810
124	31	Nathaniel Huxter	9731
125	Nov. 6	George Gill	9777
126	11	James P. Collier.....	9738
127	19	Uriah Martin	9830
128	26	John Anderson.....	9713
129	28	Benjamin Farrell.....	9821
130	Dec. 1	James Jacobs.....	9733
131	5	John C. Reid.....	9819
132	12	Samuel Clarke	9812
133	12	William Gear	9787
134	12	John Dunphy.....	9791
135	12	Wilson Boucher.....	9771
136	12	Levi White	9794
137	12	George Dawe.....	9790
138	12	George Simms.....	9793
139	12	William Chalk and others	7912
140	28	Levi Cull	9846
141	28	Edward Ash	9844
142	28	Arthur Spencer	9827
143	28	John Jure.....	9742
144	28	William Gifford.....	9838
145	28	Levi Downey	9847
146	28	Thomas Tucker.....	9826
147	28	Samuel and Francis Organ.....	9809
148	28	William J. and Ernest Jerrett.....	9833
149	28	John Ivany	9834
150	28	Edward Hayes	9824
151	28	Charles Gilbert and William March	9785
152	28	George B. Jerrett.....	9832
153	28	George B. Jerrett.....	9831
154	28	Garland Butt.....	9841
155	28	Richard B. Stroud.....	9825
156	28	John, J. and William Tiller.....	9818
157	28	Alexander Butt	9840
1904			
158	Jan. 11	Jordan Fagan	9745
159	11	Michael George	9835
160	11	William K. Hinds.....	9843
161	11	Catherine Doran	9789
162	11	Samuel Wells	9817
163	11	William Quinton.....	9799
164	11	William J. Mugford	9800
165	11	William Parsons	9877
166	11	Stephen Dailey	9890
167	11	William Jackman	9873
168	11	Matilda Tibbs and others	9894
169	11	John Grandy.....	9896
170	11	Denis Arnold.....	9871
171	11	John Collins	9901
172	16	Cater and Frederick Hoskins.....	9839
173	16	James J. Hewitt	9876
174	16	Catherine F. Bulger	9865
175	16	John H. Loughlin.....	9900

during the year 1903-04.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
Loo Bay, District of Twillingate.....	A. 4	R. 3	P. 4	Oct. 3, 1903	64A	154	\$2 50
Green Bay, District of Twillingate	12	2	0	3 "	"	153	4 90
Indian Brook, District of Twillingate.....	12	2	33	3 "	"	160	4 90
Burnt Bay, District of Twillingate.....	15	2	17	3 "	"	151	5 80
Campbellton, District of Twillingate.....	10	0	0	14 "	"	149	4 00
Springdale, District of Twillingate.....	6	1	11	3 "	"	143	3 10
Indian Point, District of Twillingate	32	0	0	14 "	64	209	10 60
Fortune, District of Burin	0	0	20	3 "	"	207	1 30
New Bay, District of Twillingate.....	17	0	0	27 "	"	211	6 10
Burin, District of Burin	1	2	32	July 10 "	"	180	1 60
Bay of Islands, District of St. George.....	0	3	9	Oct. 14 "	67	1	1 30
Barr'd Islands, District of Fogo.....	0	2	25	3 "	64	201	1 30
Neddie's Hr., Bonne Bay, Dis. of St. Barbe	1	2	21	14 "	67	2	1 60
Victoria Village, District of Carbonear.....	4	0	11	14 "	64A	163	2 50
Perry's Cove, District of Bay-de-Verde	0	1	1	14 "	"	161	1 30
Little Placentia, Dis. Placentia & St. Mary's	1	2	24	14 "	"	164	1 60
Long Island, Dis. of Placentia & St. Mary's	2	0	22	14 "	"	162	1 90
Loo Bay, District of Twillingate.....	4	1	14	14 "	"	165	2 50
Swan Harbor, District of Twillingate.....	2	0	11	14 "	"	166	1 90
Pilley's Island, District of Twillingate.....	0	3	8	14 "	64	208	1 30
Scissors Cove, District of Twillingate	20	0	31	July 27, 1895	55	103	7 10
Dog Bay, District of Fogo.....	10	0	25	Oct. 27, 1903	64A	171	4 30
Petrie's Valley, District of St. George.....	5	0	0	27 "	"	178	2 50
Grassy Brook, District of Burgeo & LaPoile	0	1	3	27 "	"	177	1 30
Aspen Cove, District of Twillingate.....	8	2	13	27 "	64	215	3 70
Long Pond, District of Harbor Main.....	10	0	0	27 "	64A	180	4 00
Grand Bank, District of Burin	3	3	16	27 "	"	174	2 20
Burnt Point, District of Bay-de-Verde.....	2	2	3	27 "	"	170	1 90
Gaultois, District of Fortune Bay.....	1	1	8	27 "	"	168	1 60
Shoal Bay, District of Trinity.....	2	1	1	27 "	"	182	1 90
Robin Hoods, District of Trinity	2	1	24	27 "	"	179	1 90
Goat Island, Dis. of Placentia & St. Mary's	1	0	17	27 "	"	181	1 60
Long Island, Dis. of Placentia & St. Mary's	2	0	33	27 "	"	167	1 90
Gambo, District of Bonavista	7	1	19	27 "	"	176	3 40
Gambo, District of Bonavista	7	2	19	27 "	"	175	3 40
Alexander Bay, District of Bonavista.....	6	0	0	27 "	"	173	2 80
Alexander Pay, District of Bonavista.....	5	2	0	27 "	"	169	2 80
Wesleyville, District of Bonavista.....	0	2	6	27 "	64	213	1 30
Alexander Bay, District of Bonavista	12	0	0	27 "	64A	172	4 60
Fox Trap, District of Harbor Main.....	4	2	0	3 "	64	214	2 50
Heart's Content, District of Trinity	1	2	32	27 "	"	221	1 60
Petrie's Valley, District of St. George	15	0	0	27 "	"	220	5 50
Outer Cove, District of St. John's East	31	2	0	14 "	"	219	10 60
Swan Harbor, District of Twillingate	3	0	39	14 "	"	218	2 20
Southern Bay, District of Bonavista.....	4	0	0	14 "	"	216	2 20
Clode Sound, District of Bonavista	50	0	0	14 "	"	217	16 00
Perry's Cove, District of Bay-de-Verde	1	2	6	Dec. 18 "	"	232	1 60
Burin, District of Burin	1	0	29	18 "	"	230	1 60
Bell Island, District of St. John's East.....	9	0	0	18 "	64A	183	3 70
St. Jacques, District of Fortune Bay.....	0	3	8	18 "	64	229	1 30
Garnish, District of Fortune Bay.....	4	3	39	18 "	"	223	2 50
Alexander Bay, District of Bonavista.....	19	0	0	18 "	64A	184	6 70
Gambo, District of Bonavista.....	5	0	18	18 "	"	185	2 80
Pool's Island, District of Bonavista.....	2	0	4	Oct. 27 "	64	231	1 90
Trepassey, District of Placentia & St. Mary's	1	2	5	Dec. 18 "	"	234	1 60
Trepassey, District of Placentia & St. Mary's	4	1	0	18 "	64A	186	2 50
Red Harbor, Dis. of Placentia & St. Mary's	13	0	28	18 "	"	188	5 20

Return of Crown Land Grants issued

No.	Date of Issue.	Name.	No. of Grant.
176	Jan. 16	Andrew Linfield	9893
177	16	Harris Roberts.....	9891
178	16	William Ansty and others	9845
179	16	Alexander Ryan	9828
180	16	Patrick Downey.....	9842
181	16	Isaac H. AuCoin	9887
182	16	Francis Gissue	9837
183	16	Andrew Gabriel.....	9836
184	23	Colin Campbell	9768
185	23	Archibald W. Pickett.....	9862
186	23	Henry and Arthur Moores.....	9883
187	23	Joseph and Solomon Hurley.....	9870
188	23	Samson and Charles Abbott.....	9878
189	23	Stephen Baldwin.....	9864
190	23	Daniel Driscoll.....	9869
191	23	R. C. Episcopal Congregation	9850
192	23	Hezekiah Crocker and others	9905
193	23	Thomas E. Kennedy.....	9906
194	23	Darius Rodgers and others.....	9892
195	23	Anthony W. Pickett.....	9882
196	23	Job Osmond	9880
197	23	Nathaniel Mullett.....	9867
198	23	John and Arthur Robinson	9872
199	23	Richard Elliott.....	9886
200	23	Josiah Manuel	9898
201	23	Andrew Leat.....	9863
202	23	Alexander and Isaac Moore.....	9895
203	23	Hannah Drake and others	9889
204	23	Louis Giovanitta	9899
205	23	Henry McDonald.....	9881
206	23	John H. Loughlin.....	9875
207	23	John Maher.....	9866
208	23	John J. Hewitt.....	9888
209	23	Richard Devereux and others	9868
210	23	Philip Pittman.....	9884
211	23	Peter McNeil and others	9897
212	23	William McCarthy	9853
213	23	Harriett Duke.....	9858
214	23	George W. Parks.....	9857
215	23	James Cooper.....	9854
216	23	Joseph Keefe	9852
217	23	Israel Wareham.....	9849
218	23	William Doucette	9859
219	23	Abraham O'Rielly	9848
220	23	Victor AuCoin	9861
221	23	Daniel Reddy.....	9851
222	23	Arsene Gallant.....	9860
223	23	Vincent Gallant.....	9856
224	23	Alexander Morrison	9903
225	23	Isaac Denis	9902
226	23	Louis Felix	9904
227	23	John McDougall.....	9855
228	23	George Sheppard.....	9907
229	23	Philip Morris	9910
230	23	Robert Masher.....	9911
231	23	Robert Parks.....	9912
232	23	Moses Sheppard.....	9913
233	30	John Hunt.....	9932
234	30	Frank Singer.....	9938

APPENDIX.

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during the year 1903-04.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
	A.	R.	P.		Vol.	Folio.	
Loon Bay, District of Twillingate	3	3	8	Dec. 18, 1903	64A	187	\$2 20
Loon Bay, District of Twillingate	5	3	38	18 "	64	233	2 80
Bluff Head Cove, District of Twillingate.....	1	3	30	Oct. 27 "	"	224	1 60
Grand River, District of St. George.....	100	0	0	27 "	"	228	1 00
Grand River, District of St. George.....	29	2	0	27 "	"	227	10 00
Grand River, District of St. George.....	54	2	0	Dec. 18 "	"	226	17 20
Corner Brook, District of St. George.....	50	0	0	Oct. 27 "	"	225	16 00
Grand River, District of St. George.....	167	0	0	27 "	"	222	1 00
Bell Island, District of St. Barbe	17	2	16	27 "	67	3	6 40
Bear's Cove, District of Harbor Grace.....	3	0	38	Dec. 18 "	64	244	2 20
Freshwater, District of Bay-de-Verde.....	1	1	1	18 "	"	238	1 60
Gander Bay, District of Fogo.....	1	1	30	18 "	"	243	1 60
Offer Wadham Island, District of Fogo	0	0	20	18 "	"	240	1 30
Victoria Village, District of Carbonear.....	2	2	39	18 "	64A	196	1 90
Carbonear, District of Carbonear	1	0	32	18 "	"	190	1 60
Port Saunders, District of St. Barbe	6	1	16	Oct. 27 "	67	20	1 00
Trout River, District of St. Barbe.....	0	0	32	Dec. 18 "	"	21	1 30
Birchy Cove, District of St. George.....	10	0	0	18 "	"	22	4 00
Park Island, District of Bonavista.....	4	0	0	Oct. 27 "	64	245	2 20
Brookfield, District of Bonavista	1	1	19	Dec. 18 "	64A	191	1 60
Gambo, District of Bonavista	9	0	0	18 "	"	193	3 70
Bennett's Cove, District of Bonavista	1	2	14	18 "	"	194	1 60
Boyd's Cove, District of Twillingate.....	9	2	35	18 "	64	239	4 00
Beaverton, District of Twillingate.....	1	2	18	18 "	64A	197	1 60
Exploits, District of Twillingate.....	0	2	20	18 "	"	199	1 30
Beaverton, District of Twillingate.....	7	0	25	18 "	"	189	3 40
Jersey Harbor, District of Fortune Bay.....	6	0	0	18 "	64	242	2 80
St. Jacques, District of Fortune Bay.....	0	2	21	18 "	"	241	1 30
St. Jacques, District of Fortune Bay.....	0	0	27	18 "	64A	201	1 30
Pushthrough, District of Fortune Bay.....	0	1	35	18 "	"	195	1 30
Red Harbor, Dis. of Placentia & St. Mary's	10	2	24	18 "	"	198	4 30
Marquise, District of Placentia & St. Mary's	1	2	0	18 "	"	200	1 60
Trepassey, District of Placentia & St. Mary's	0	3	30	18 "	64	237	1 30
Trepassey, District of Placentia & St. Mary's	4	1	9	18 "	"	236	2 50
Merashéen, Dis. of Placentia & St. Mary's...	1	1	2	18 "	64A	192	1 60
Trepassey, District of Placentia & St. Mary's	9	2	34	18 "	64	235	4 00
Corner Brook, District of St. George.....	5	2	4	Oct. 27 "	67	4	2 80
Pleasant Cove, District of St. George.....	8	3	27	27 "	"	5	3 76
Lark Harbor, District of St. George	3	2	1	27 "	"	6	2 20
Bannatyne Cove, District of St. George.....	15	0	0	27 "	"	7	5 50
Stevensville Road, District of St. George.....	8	2	24	27 "	"	8	3 70
Pleasant Cove, District of St. George	6	3	12	27 "	"	9	3 10
Stevensville Road, District of St. George.....	8	2	1	27 "	"	10	3 70
Stevensville Road, District of St. George.....	7	3	18	27 "	"	11	3 40
Stevensville Road, District of St. George.....	5	2	5	27 "	"	12	2 80
Corner Brook, District of St. George.....	7	1	5	27 "	"	13	3 40
Stevensville Road, District of St. George	3	2	0	27 "	"	14	2 20
Stevensville Road, District of St. George.....	7	0	0	27 "	"	15	3 10
Mount Maria, District of St. George	16	0	0	Dec. 18 "	"	16	5 80
Benoit's Cove, District of St. George	6	1	2	18 "	"	17	3 10
Black Duck Brook, District of St. George ...	43	3	16	18 "	"	18	5 00
Wreck House Brook, District of St. George	158	0	0	Oct. 27 "	"	19	5 00
Lark Harbor, District of St. George.....	3	1	39	Jan. 21, 1904	"	23	2 20
Flat Bay, District of St. George.....	4	3	34	21 "	"	24	2 50
Bay of Islands, District of St. George.....	5	0	0	21 "	"	25	2 50
Lark Harbor, District of St. George	6	0	21	21 "	"	26	2 80
Lark Harbor, District of St. George	4	1	36	21 "	"	27	2 50
Little Placentia, Dis. of Pla. & St. Mary's..	0	3	17	21 "	65	19	1 30
Bell Island, District of St. John's East.....	8	2	0	25 "	64	255	3 70

Return of Crown Land Grants issued

No.	Date of Issue.	Name.	No. of Grant.
235	Jan. 30	George Short.....	9921
236	30	Thomas P. Grandy	9931
237	30	Edward Warren.....	9923
238	30	Jeremiah Osbourne.....	9933
239	30	William Tapp.....	9926
240	30	Thomas Milley.....	9879
241	30	Michael Slade.....	9920
242	30	Henry C. and Arthur Moores	9917
243	30	Patience Butt.....	9923
244	30	William Winsor, jr.....	9924
245	30	John, W. and Martin Sparks.....	9922
246	30	George Best.....	9935
247	30	Samuel Collins.....	9947
248	30	William Dorey.....	9930
249	30	Edward S. Hennebury.....	9949
250	30	Edward S. Hennebury.....	9950
251	30	Abraham Snow.....	9942
252	30	William Spurrell	9941
253	30	Samuel Snow.....	9955
254	30	Joseph G. Snow.....	9940
255	30	Samuel Roberts	9908
256	30	Jonathan Noel	9909
257	Feb. 6	Colonial Manufacturing Co.....	9983
258	6	Hezekiah Crocker	9963
259	6	Donald McKinnon.....	9969
260	6	Eldred Sheppard.....	9964
261	6	John Perrier	9961
262	6	Adolph Laney.....	9959
263	6	John Dufney	9960
264	6	Henry Dufney	9965
265	6	Henry Allen	9956
266	6	Samuel R. Ballum.....	9962
267	6	Michael O'Rourke.....	9966
268	6	Edward P. Brake	9963
269	6	Denis J. Callahan.....	9967
270	6	George Allen.....	9957
271	6	Tassier AuCoin.....	1004
272	6	Philip T. Hynes	9914
273	6	Samuel Earle.....	9983
274	6	Edward Warren.....	9975
275	6	Michael Flannigan	9953
276	6	Thomas Turpin.....	9927
277	6	John R. Bartlett	10002
278	6	John Godden	9989
279	6	Albert Spencer.....	9939
280	6	Thomas Bursey	9998
281	6	Stanley Burden	9999
282	6	Arthur Roberts, sr., and others	9934
283	6	William Brown	9929
284	6	Michael Croke	9946
285	6	William Sullivan.....	9979
286	6	William J. Walsh	9925
287	6	James Milley.....	9916
288	6	John Pottles	9912
289	13	Edgar P. Peyton	9129
290	13	W. H., John and Nathaniel Searle.....	10007
291	13	Isaac Butler.....	10035
292	13	Albert and Henry Dawe.....	10011
293	13	James and John Walsh.....	10006

during the year 1903-1904.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
Deadman's Cove, District of Fortune Bay...	A. 1	R. 3	P. 17	Jan. 21, 1904	65	18	\$1 60
Garnish, District of Fortune Bay.....	1	3	39	21 "	64	250	1 60
Marquise, District of Burgeo & LaPoile.....	0	2	26	21 "	"	253	1 30
Marquise, District of Burgeo & LaPoile.....	0	2	37	21 "	65	20	1 30
Cape Ray, District of Burgeo & LaPoile.....	20	0	8	21 "	64	249	7 30
Western Bay, District of Bay-de-Verde.....	1	1	8	Dec. 18, 1903	"	246	1 60
Perry's Cove, District of Bay-de-Verde	2	3	33	Jan. 21, 1904	"	254	1 90
Freshwater, District of Bay-de-Verde.....	1	0	31	21 "	65	21	1 60
Freshwater, District of Bay-de-Verde.....	0	3	24	21 "	64	252	1 30
Wesleyville, District of Bonavista.....	0	3	30	21 "	65	17	1 30
Wesleyville, District of Bonavista.....	8	0	0	21 "	64	251	3 40
Wesleyville, District of Bonavista.....	0	2	35	25 "	65	29	1 60
New Harbor, District of Bonavista	1	3	18	25 "	"	23	1 60
Mussel Bed Cove, District of Twillingate.....	22	0	0	21 "	64	248	7 60
Beaverton, District of Twillingate.....	1	1	2	25 "	65	26	1 60
Beaverton, District of Twillingate.....	3	0	8	25 "	"	25	2 20
Norris' Arm, District of Twillingate.....	2	2	6	25 "	"	28	1 90
Norris' Arm, District of Twillingate.....	2	3	0	25 "	"	27	1 90
Norris' Arm, District of Twillingate.....	2	0	0	25 "	"	24	1 60
Norris' Arm, District of Twillingate.....	2	0	0	25 "	"	22	1 60
Bonne Bay, District of St. Barbe.....	10	0	0	21 "	67	29	4 00
Bonne Bay, District of St. Barbe.....	5	1	30	21 "	"	28	2 50
St. Lawrence, District of Burin.....	133	0	21	Feb. 2 "	64	261	41 20
Trout River, District of St. Barbe	8	0	16	Jan. 25 "	67	42	3 40
Riverhead, Bay of Islands, Dis. St. George..	10	0	0	25 "	"	38	4 00
Riverhead, Bay of Islands, Dis. St. George..	5	0	0	25 "	"	32	2 50
Flat Bay, District of St. George	3	1	20	25 "	"	39	2 20
Port-au-Port, District of St. George.....	146	3	33	25 "	"	41	5 00
Port-au-Port, District of St. George.....	52	3	15	25 "	"	31	5 00
Port-au-Port, District of St. George.....	96	1	16	25 "	"	34	5 00
Pleasant Cove, District of St. George	0	0	24	25 "	"	33	1 30
Birchy Cove, District of St. George.....	20	0	0	25 "	"	36	7 00
Birchy Cove, District of St. George.....	20	0	0	25 "	"	40	7 00
Corner Brook, District of St. George.....	5	0	0	25 "	"	37	2 50
Corner Brook, District of St. George.. ..	20	0	0	25 "	"	35	7 00
Petrie's Valley, District of St. George.....	12	3	15	25 "	"	20	4 90
Stephenville, District of St. George.....	8	2	0	Feb. 2 "	65	36	3 70
Little Bay West, District of Fortune Bay ...	0	2	9	Jan. 21 "	64	258	1 30
Gander Bay, District of Fogo	0	1	34	26 "	65	40	1 30
Marquise, District of Burgeo & LaPoile.....	1	1	4	26 "	"	38	1 60
Logy Bay, District of St. John's East.....	7	0	0	25 "	"	33	3 10
Little St. Lawrence, District of Burin.....	16	1	24	21 "	"	30	6 10
Green Bay, District of Twillingate.....	19	2	24	Feb. 2 "	"	35	7 00
Comfort Cove, District of Twillingate.....	10	1	13	2 "	"	34	4 30
Hall's Bay, District of Twillingate.....	8	2	3	Jan. 25 "	"	32	3 70
Gambo, District of Bonavista	6	1	8	Feb. 2 "	"	41	3 40
Harriett's Cove, District of Bonavista	4	0	32	2 "	"	39	2 50
Brookfield, District of Bonavista	3	1	30	Jan. 21 "	64	260	2 20
Happy Adventure, District of Bonavista.....	3	0	20	21 "	"	239	1 30
St. Brendan's, District of Bonavista	5	2	26	25 "	65	31	2 80
Western Bay, District of Bay-de-Verde.....	3	0	0	26 "	"	37	1 90
Western Bay, District of Bay-de-Verde . . .	2	2	3	21 "	64	257	1 90
Western Bay, District of Bay-de-Verde	3	3	23	21 "	"	256	2 20
Job's Cove, District of Bay-de-Verde	2	1	36	21 "	"	262	1 90
Burnt Arm, District of Twillingate	20	0	0	July 19, 1901	62	82	7 00
Long Pond, District of Harbor Main.....	16	0	0	Feb. 4, 1904	64	270	5 80
Long Pond, District of Harbor Main.....	9	1	34	4 "	65	65	4 00
Long Pond, District of Harbor Main.....	11	0	0	4 "	64	269	4 30
Trepassey, Dis. of Placentia & St. Mary's...	1	2	3	4 "	"	271	1 60

Return of Crown Land Grants issued

No.	Date of Issue.	Name.	No. of Grant.
294	Feb. 13	W. A. Preble.....	10036
295	13	John W. Foote.....	10033
296	13	John E. Riggs.....	9986
297	13	W. B. and Joseph Butt.....	9971
298	13	John S. Rose.....	9944
299	13	Alfred Webb.....	10005
300	13	Charles Yard.....	10022
301	13	Joseph Crummey.....	9945
302	13	John C. Burgess.....	9973
303	13	John Stephenson.....	9978
304	13	Reuben Priddle.....	9937
305	13	Phoebe Short.....	10010
306	13	Michael Carter.....	9982
307	13	Thomas Matthews.....	9981
308	13	William Stephen.....	10033
309	13	Francis Tessier.....	10037
310	13	Alexander McArthur.....	9987
311	13	Joseph H. Taylor.....	9980
312	13	Samuel Organ.....	10022
313	13	George Gould.....	9985
314	13	Joseph West.....	9976
315	13	George T. Lake.....	9974
316	13	Joseph Newman.....	9647
317	13	William J. Menchenton.....	10017
318	13	Peter Fudge.....	9984
319	13	Edward Wall.....	9977
320	13	Joseph Blackler.....	10001
321	13	Israel, George and Wilson Gibbous.....	10023
322	13	Thomas Martin.....	10032
323	13	Thomas Collins and others.....	9936
324	13	Absalom Brown and others.....	10003
325	13	Samuel Barbour.....	9972
326	13	Samuel Bragg.....	9970
327	13	Levi Haelick.....	10031
328	13	Nathaniel Golding.....	10024
329	13	Isaac Golding.....	10021
330	13	Isaac Pritchett.....	10016
331	13	James Cross.....	10014
332	17	George A. Davey.....	10034
333	20	John Wescott.....	10084
334	20	James McDonald.....	10046
335	20	John Elford.....	10042
336	20	William Hillier (of James).....	10068
337	20	George Crocker and others.....	10063
338	20	Isaac Caines.....	10062
339	20	William Rees (of John).....	10019
340	20	John and Michael Doran.....	10061
341	20	Henry Hollett.....	10047
342	20	George Upshill.....	10070
343	20	Thomas Porter.....	10089
344	20	Rebecca Well.....	10082
345	20	Edward T. Tulk.....	10075
346	20	Samuel Butt.....	10073
347	20	Stephen Colbert.....	10058
348	20	Samuel Moores.....	10079
349	20	Moses Lidstone.....	10039
350	20	Seviar Cull.....	10054
351	20	Abel Crossley.....	10052
352	20	Henry T. Mitchell.....	10067

during the year 1903-1904.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
Brig Bay, District of St. Barbe	A. 22	R. 1	P. 36	Feb. 4, 1904	67	44	\$7 90
Footo Cove, District of Burin.....	0	1	4	4	65	64	1 30
Port-au-Bras, District of Burin.....	0	3	20	Jan. 26	"	54	1 30
Flat Rocks, District of Bay-de-Verde	3	0	0	26	"	52	1 90
Marshall's Valley, District of Bay-de-Verde	4	0	11	25	"	64	263 2 50
Gander Bay, District of Fogo.....	19	3	8	Feb. 4	"	65	66 7 00
Fogo Head, District of Fogo.....	0	1	19	4	"	"	62 1 30
Musgrave Harbor, District of Fogo	1	3	8	Jan. 25	"	64	266 1 60
Carbonear, District of Carbonear.....	0	2	6	26	"	65	55 1 30
Victoria Village, District of Carbonear.....	1	0	15	26	"	"	46 1 60
Victoria Village, District of Carbonear.....	4	3	5	25	"	64	265 2 50
Cape Ray, District of Burgeo & LaPoile.....	25	1	11	Feb. 4	"	65	69 8 80
Cape Ray, District of Burgeo & LaPoile.....	5	0	37	Jan. 26	"	"	51 2 80
Grand Bay Gut, Dis. of Burgeo & LaPoile...	0	2	16	26	"	"	43 1 30
Codroy, District of St. George.....	26	0	32	Feb. 5	"	"	70 9 10
Corner Brook, District of St. George.....	13	0	0	4	"	67	43 4 90
Codroy, District of St. George.....	78	2	9	Jan. 27	"	64	267 24 70
Petrie's Valley, District of St. George.....	2	1	21	26	"	65	48 1 90
Bay D'Espoir, District of Fortune Bay.....	17	3	28	Feb. 4	"	"	58 6 40
St. Jacques, District of Fortune Bay.....	0	2	2	Jan. 26	"	"	49 1 30
Garnish, District of Fortune Bay.....	0	1	38	26	"	"	47 1 30
Fortune, District of Fortune Bay.....	2	0	0	26	"	"	42 1 60
Indian Brook, District of Twillingate.....	16	3	8	May 16, 1903	64	162	6 10
Norris' Arm, District of Twillingate.....	13	0	0	Feb. 4, 1904	65	51	4 90
Pilley's Island, District of Twillingate.....	1	3	16	Jan. 26	"	"	56 1 60
Loon Bay, District of Twillingate	1	2	4	26	"	"	45 1 60
Hall's Bay, District of Twillingate.....	35	2	24	Feb. 2	"	64	264 11 80
Trinity Bay, District of Bonavista.....	5	1	0	4	"	"	272 2 80
Bunyan's Cove, District of Bonavista.....	9	0	10	4	"	65	63 4 00
Hare Bay, District of Bonavista	20	0	0	Jan. 25	"	64	268 7 00
Trinity Bay, District of Bonavista	5	2	20	Feb. 2	"	65	53 2 80
Newtown, District of Bonavista	2	2	32	Jan. 26	"	"	50 1 90
Shambler's Cove, District of Bonavista	1	1	0	26	"	"	44 1 60
Gambo, District of Bonavista	10	0	0	4	"	"	59 4 00
Gambo, District of Bonavista	10	0	24	4	"	"	60 4 30
Gambo, District of Bonavista	5	2	0	4	"	"	57 2 80
Gambo, District of Bonavista	3	1	24	4	"	"	68 2 20
Gambo, District of Bonavista	6	1	28	4	"	"	67 3 10
Grand Lake, District of St. George	32	1	0	4	"	64	276 10 90
Victoria Village, District of Carbonear	1	0	0	12	"	65	77 1 30
Conn River, District of Fortune Bay.....	18	3	0	10	"	"	75 6 70
Fortune, District of Burin	1	2	25	10	"	64	278 1 60
New Harbor, District of Trinity.....	1	0	33	12	"	65	89 1 60
Trout River, District of St. Barbe	10	0	0	10	"	67	49 4 00
Bonne Bay, District of St. Barbe	18	0	28	10	"	"	48 6 70
Bell Island, District of St. John's East.....	38	3	19	4	"	64	275 12 70
Logy Bay, District of St. John's East	20	0	0	10	"	65	94 7 00
Old Garden Cove, Dis. Placentia & St. Mary's	1	1	9	10	"	"	84 1 60
Little Harbor, Dis. of Placentia & St. Mary's	11	0	0	12	"	"	71 4 30
Dog Bay, District of Fogo.....	3	1	4	12	"	"	74 2 20
Gander Bay, District of Fogo.....	19	0	32	12	"	"	78 7 00
Ladle Cove, District of Fogo	4	3	39	12	"	"	91 2 50
Freshwater, District of Bay-de-Verde.....	0	1	30	Feb. 12	"	"	88 1 30
Job's Cove, District of Bay-de-Verde	12	0	35	10	"	"	90 4 90
Freshwater, District of Bay-de-Verde.....	0	1	33	12	"	64	277 1 60
Kite Cove, District of Twillingate	1	2	16	10	"	65	87 1 60
Comfort Cove, District of Twillingate.....	19	3	0	10	"	"	85 7 00
Gut Arm, District of Twillingate	5	1	24	10	"	"	86 2 80
Benoit's Cove, District of St. George.....	6	0	0	10	"	67	47 2 80

Return of Crown Land Grants issued

No.	Date of Issue.	Name.	No. of Grant.
353	Feb. 20	Charles Dennis	10064
354	20	Angus McDonald	10065
355	20	James Young	10069
356	20	William Gillam, sr	10091
357	20	Jeremiah Wall	10083
358	20	Ellen Prosper	10071
359	20	Mary Jane Carter	10053
360	20	George Saunders	10093
361	20	James Eastman	10041
362	20	Joseph Stockley	10096
363	20	Weston Spracklin	10003
364	20	Edward and William Parsons	10025
365	27	Methodist Board of Education	10044
366	27	Abel Hodder	10048
367	27	William and Jesse Hodder	10049
368	27	Aninas Taylor	10077
369	27	Archibald Scammell	10092
370	27	William Willar and others	10081
371	27	George Clarke	10059
372	27	Mark Janes	10040
373	27	Henry Wells	10085
374	27	John Curran	10055
375	27	Ambrose Jeans	10045
376	27	John Crunore	10056
377	27	William Stephenson	10094
378	27	Elijah B. Clarke	10072
379	27	Philip Felltram	10043
380	27	James Saunders	10095
381	27	Elijah Sweetapple	10099
382	27	Peter Hughs	10086
383	27	Samuel Hewitt	10088
384	27	William Sutton and others	10100
385	27	Edward Martin and others	10078
386	27	George Drake	10050
387	27	Michael Collier	10060
388	27	Jeremiah P. Perry	10090
389	27	Reuben Skeans	10095
390	Mar. 5	Laurenee Slaney	9735
391	5	Mark Butt	10102
392	5	Diocesan Synod	9763
393	5	Diocesan Synod	9752
394	5	Diocesan Synod	9990
395	5	Diocesan Synod	10026
396	5	Diocesan Synod	10028
397	5	Diocesan Synod	9992
398	5	Diocesan Synod	9997
399	5	Diocesan Synod	9991
400	5	Diocesan Synod	9995
401	5	Diocesan Synod	9994
402	5	Diocesan Synod	10027
403	5	Diocesan Synod	9943
404	5	Diocesan Synod	9993
405	5	Diocesan Synod	9996
406	5	Peter Colderidge	10057
407	5	Nicholas and Thomas Hickey	10087
408	5	Charles B. Brown	10106
409	5	William Drake	10105
410	5	Patrick Dwyer	10104
411	5	Richard Tobin and others	10108

APPENDIX.

during the year 1903-04.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
Benoit's Cove, District of St. George..	A. 8	R. 0	P. 0	Feb. 10, 1904	67	46	\$3 40
Stephenville Road, District of St. George ..	8	0	0	10 "	"	45	3 40
Deadfall Point, District of Burgeo & LaPoile	4	1	20	12 "	65	82	2 50
Cape Ray, District of Burgeo & LaPoile.....	8	2	28	12 "	"	81	3 70
Cape Ray, District of Burgeo & LaPoile.....	19	0	23	12 "	"	79	7 00
Port-aux-Basques, Dis. of Burgeo & LaPoile	0	0	9	12 "	"	72	1 30
Deadfall Point, District of Burgeo & LaPoile	4	1	0	10 "	"	73	2 50
Gambo, District of Bonavista	2	2	20	12 "	"	80	1 90
Gambo, District of Bonavista	7	3	20	10 "	"	83	3 40
Greenspond, District of Bonavista	0	0	38	12 "	"	76	1 30
Clode Sound, District of Bonavista	28	0	0	4 "	64	277	9 40
Greenspond, District of Bonavista.....	0	2	16	4 "	"	273	1 30
Brown's Cove, District of Fogo.....	8	2	6	10 "	65	114	1 00
Dog Bay, District of Fogo.....	5	3	33	10 "	"	99	2 80
Dog Bay, District of Fogo.....	4	0	25	10 "	"	98	2 50
Change Islands, District of Fogo.....	2	3	29	12 "	"	100	1 90
Change Islands, District of Fogo.....	0	3	39	12 "	"	95	1 30
Loon Bay, District of Twillingate.....	7	1	23	12 "	"	97	3 40
Springdale, District of Twillingate.....	10	1	25	10 "	"	93	4 30
Indian Arm, District of Twillingate ..	4	1	6	10 "	"	94	2 50
Hall's Bay, District of Twillingate.....	3	2	14	12 "	"	96	2 20
Holyrood, District of Harbor Main.....	15	0	26	10 "	"	115	5 80
Carbonear, District of Carbonear	1	0	33	10 "	"	101	1 60
Victoria Village, District of Carbonear.....	3	1	32	10 "	"	103	2 20
Victoria Village, District of Carbonear.....	2	3	22	12 "	"	102	1 90
Victoria Village, District of Carbonear.....	7	1	2	12 "	64	279	3 40
Gambo, District of Bonavista	4	0	3	10 "	65	107	2 50
Gambo, District of Bonavista	6	0	0	12 "	"	104	2 80
Alexander Bay, District of Bonavista.....	12	0	0	12 "	"	105	4 60
Wesleyville, District of Bonavista	4	0	0	12 "	"	106	2 20
Trepassey, Dis. of Placentia & St. Mary's ...	2	0	0	12 "	"	109	1 60
Trepassey, Dis. of Placentia & St. Mary's ...	13	1	22	12 "	64	280	5 20
Trepassey, Dis. of Placentia & St. Mary's ...	3	0	0	12 "	65	138	1 90
Western Island, Dis. Placentia & St. Mary's	3	0	15	12 "	"	110	2 20
Ship Cove, District of Fortune Bay.....	3	0	0	12 "	"	113	1 90
Bay D'Espoir, District of Fortune Bay.....	13	2	0	12 "	"	112	5 20
Bell Island, District of St. John's East.....	11	0	0	12 "	"	111	4 30
Little St. Lawrence, District of Burin.....	1	0	16	Oct. 3, 1903	"	132	1 60
New Bay, District of Twillingate.....	30	0	30	Feb. 27, 1904	"	137	10 30
Stephenville, District of St. George.....	24	0	0	Oct. 3, 1903	67	50	1 00
Port-de-Grave, District of Port-de-Grave....	1	1	24	3 "	65	127	1 00
Long Pond, District of Harbor Main.....	12	3	0	Feb. 2, 1904	"	122	1 00
Alexander Bay, District of Bonavista	21	0	0	4 "	"	124	1 00
Alexander Bay, District of Bonavista.....	20	0	0	4 "	"	126	1 00
Bunyan's Cove, District of Bonavista.....	38	1	8	2 "	"	131	1 00
Long Island, District of Bonavista.	2	2	0	2 "	"	129	1 00
Trinity, District of Trinity.....	1	3	8	2 "	"	121	1 00
Upper Rocky Brook, District of Trinity	0	0	24	2 "	"	120	1 00
Foster's Point, District of Trinity	0	0	16	2 "	"	123	1 00
Suley's Brook, District of Trinity	1	2	0	4 "	"	125	1 00
Green's Harbor, District of Trinity.....	43	2	12	Jan. 25 "	"	119	1 00
Spaniard's Bay, District of Trinity	0	0	29	Feb. 2 "	"	130	1 00
Old Bonaventure, District of Trinity	0	0	23	2 "	"	128	1 00
Catalina, District of Trinity.....	2	1	24	10 "	64	281	1 90
Brigus Long Pond, Dis. of Port-de-Grave ...	22	3	22	12 "	65	118	7 90
Brown's Cove, Burin.....	0	1	6	27 "	"	141	1 30
Jersey Harbor, District of Fortune Bay.....	3	0	26	27 "	"	139	2 20
Boyd's Cove, District of Twillingate.....	7	3	39	27 "	"	140	3 40
Trepassey, Dis. of Placentia & St. Mary's ...	6	2	0	27 "	"	144	3 10

Return of Crown Land Grants issued

No.	Date of Issue.	Name.	No. of Grant.
412	Mar. 5	John Whelan and others	10109
413	5	Samuel Harleck	10107
414	5	Eli Gill	10103
415	5	Hannah Corner	10110
416	5	Thomas Ryan.....	10080
417	5	Patrick Cornier	10051
418	5	John L. Haddon	9859
419	5	James Vey.....	10101
420	5	Patrick O'Neil	10074
421	15	Peter Brennan	9951
422	18	Jonn Goulding.....	10020
423	26	William Cottier	10141
424	26	Bridget Frayne.....	10156
425	26	George Stuckless	10114
426	26	Jonas Stuckless.....	10116
427	26	Michael Furey	10149
428	26	Israel Summers	10115
429	26	Samuel Gilbert.....	10120
430	26	Michael Dicks, sr.....	10151
431	26	Joseph Porter (of Alice)	10129
432	26	William J. Kennedy.....	10134
433	26	Peter Cashin.....	10140
434	26	I. R. Oakley	10135
435	26	Mark Hicks.....	10122
436	26	William J. Lomond	10125
437	26	Thomas Patten	10128
438	26	William Ford.....	10145
439	26	William E. Faucey	10150
440	26	Israel Hicks.....	10122
441	26	Simeon Parsons	10130
442	26	Peter Ginn.....	10118
443	30	Charles and Abraham Grunter	10159
444	30	Elihu and Andrew Vincent.....	10200
445	30	R. C. Episcopal Congregation	9737
446	Apl. 9	Michael Goody	10143
447	9	Thomas Trickett	10219
448	9	Abraham Porter.....	10202
449	9	Robert W. Hann	10207
450	9	John Gillam.....	10160
451	9	Daninea Young	10168
452	9	William Cosh	10138
453	9	Joseph Pynn.....	10199
454	9	Michael Collier.....	10142
455	9	Samuel Camp	10154
456	9	Joseph Norcott.....	10170
457	9	William Budgell	10212
458	9	Patrick Glavine	10158
459	9	John and Philip Morey.....	9952
460	9	John Bursey.....	10177
461	9	Peter, Job W. and Garland J. Goulding	10117
462	9	Jesse Lush	10124
463	9	Peter Blackwood	10209
464	9	Henry Stockley	10185
465	9	Solomon Roberts.....	10203
466	9	Robert G. Rendell.....	10133
467	9	John W. Hodge.....	10196
468	9	Herbert Torrville.....	10194
469	9	Rev. S. Bennel, Methodist Board of Education.....	10136
470	9	Joseph Hollett	10208

APPENDIX.

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during the year 1903-1904.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
French's Harbor, District of St. Barbe.....	A. 1	R. 0	P. 8	Feb. 27, 1904	67	51	\$1 60
Gambo, District of Bonavista.....	14	3	7	27 "	65	142	5 50
Pritchard's Island, District of Bonavista....	3	1	34	27 "	"	143	2 20
Stephenville, District of St. George.....	6	2	35	27 "	67	52	3 10
Codroy, District of St. George.....	34	3	8	12 "	65	116	11 50
Codroy, District of St. George..	36	2	32	10 "	"	117	12 10
New Town, District of Bonavista.....	5	2	10	Nov. 13, 1902	64A	113	2 80
Humber River, District of St. George.....	20	0	0	Feb. 27, 1904	65	138	7 00
Harbor Grace, District of Harbor Grace	13	2	24	12 "	"	153	5 20
Bay Bulls, District of Ferryland.....	3	2	8	Jan. 25 "	"	150	2 20
Gambo, District of Bonavista.....	4	2	20	Feb. 4 "	"	148	2 50
Ship Cove, District of Fortune Bay.....	3	0	0	4 "	"	178	1 90
Spaniard's Bay, District of Harbor Grace ...	1	3	23	21 "	"	177	1 60
New Bay, District of Twillingate	4	0	32	10 "	"	174	2 50
Comfort Cove, District of Twillingate	8	0	0	10 "	"	171	3 40
Carbonear, District of Carbonear	1	0	10	10 "	"	173	1 60
Victoria Village, District of Carbonear.....	8	0	0	10 "	"	167	3 40
Haystack, District of Placentia & St. Mary's	5	0	18	10 "	"	179	2 80
Fox Harbor, Dis. of Placentia & St. Mary's	1	0	33	10 "	"	166	1 60
Long Pond, District of Harbor Main.....	2	2	17	10 "	"	169	1 90
Long Pond, District of Harbor Main.....	2	3	3	10 "	"	165	1 90
Gambo, District of Bonavista.....	4	1	8	Mar. 10 "	"	184	2 50
Port Blandford, District of Bonavista.....	40	0	0	10 "	"	168	13 00
Bonavista, District of Bonavista.....	3	0	3	10 "	"	170	2 20
Grand Bay Gut, Dis. of Burgeo & LaPoile ..	1	0	19	10 "	"	180	1 60
Cape Ray, District of Burgeo & LaPoile.....	10	2	3	10 "	"	175	4 30
Port-aux-Basques, Dis. of Burgeo & LaPoile	1	2	31	10 "	"	172	1 60
Red Rod Cove, District of Fogo ..	8	0	26	10 "	"	183	3 70
Rocky Bay, District of Fogo	0	2	16	10 "	"	181	1 30
Seal Cove Point, District of Fogo.....	0	2	37	10 "	"	182	1 30
Dog Bay, District of Fogo.....	13	3	30	10 "	"	176	5 20
Brookfield, District of Bonavista	2	0	0	21 "	"	185	1 60
Brookfield, District of Bonavista	4	0	0	24 "	"	186	2 20
Argentia, Dis. of Placentia & St. Mary's.....	10	3	16	Oct. 3, 1903	"	136	1 00
Harbor Grace, District of Harbor Grace.....	6	2	34	Mar. 10, 1904	66	16	3 10
Spout Cove, District of Bay-de-Verde.....	2	3	14	24 "	"	3	1 90
Long Pond, District of Harbor Main	12	0	0	24 "	"	8	4 60
Little Heart's Ease, Dis. Pla. & St. Mary's..	1	3	32	24 "	65	197	1 60
Cape Ray, District of Burgeo & LaPoile.....	6	1	1	21 "	66	10	3 10
Cape Ray, District of Burgeo & LaPoile.....	5	1	22	24 "	"	4	2 80
Burgoyne's Cove, District of Trinity.....	3	1	0	10 "	"	5	2 20
Seal Cove, District of Trinity.....	1	2	16	24 "	"	11	1 60
Ship Cove, District of Fortune Bay.....	4	0	0	10 "	65	191	2 20
Little River, District of Fortune Bay	5	0	0	21 "	"	193	2 50
Burnt Bay, District of Twillingate.....	9	1	24	24 "	66	7	4 00
Green Bay, District of Twillingate.....	4	0	9	24 "	"	1	2 50
Fortune Harbor, District of Twillingate.....	2	0	6	21 "	65	199	1 90
Sunday Cove Island, District of Twillingate	6	0	0	Jan. 25 "	"	155	2 80
Gambo, District of Bonavista.....	7	2	20	Mar. 24 "	66	6	3 40
Gambo, District of Bonavista.....	3	2	0	10 "	65	196	2 20
Gambo, District of Bonavista.....	3	2	0	10 "	"	187	2 20
Brookfield, District of Bonavista	0	3	24	24 "	"	194	1 30
Wesleyville, District of Bonavista	1	0	30	24 "	"	189	1 60
Dog Bay, District of Fogo.....	8	2	28	24 "	66	14	3 70
Gander Bay, District of Fogo ..	20	0	0	10 "	"	15	7 00
Gander Bay, District of Fogo	18	3	24	24 "	"	13	6 70
Gander Bay, District of Fogo	19	3	32	24 "	"	9	7 00
Western Arm, District of Bonavista	4	3	8	10 "	65	195	1 00
Burin Bay, District of Burin.....	2	0	6	24 "	66	17	1 90

Return of Crown Land Grants issued

No.	Date of Issue.	Name.	No. of Grant.
471	Apl. 9	Benjamin Taylor	10220
472	9	William Hardstone.....	10206
473	9	Cyrus Foote.....	10157
474	9	Aloysius Brintar	10211
475	9	Charles E. Collier	10153
476	11	Rev. J. Thackeray (in trust).....	10175
477	14	William Sparks	9617
478	16	James Parsons	10262
479	16	Thomas Wolsely	10205
480	16	James Clench	10222
481	16	Ambrose Thoms.....	10195
482	16	Jacob Kelland.....	10242
483	16	William Barbour.....	10244
484	16	Joseph Butler.....	10247
485	16	Michael Kelloway	10239
486	16	William H. Joyce	10189
487	16	William T. Bennett.....	10043
488	16	James Connors.....	10224
489	16	Thomas Abbott	10257
490	16	John Anderson.....	10173
491	16	Charles F. Bishop.....	10246
492	16	Eli Collins.....	10223
493	16	William Miles.....	10169
494	16	Cornelius Golding.....	10226
495	16	M. A. Devine	10252
496	16	Henry Cross	10213
497	16	James Legge	10190
498	16	Charles M. Grandy.....	10228
499	16	Samuel Kelly	10238
500	16	Samuel T. Hoskins	10234
501	16	William and Levi Freake	10256
502	16	James Quirk (of Thos.).....	10172
503	16	Moses Callahan.....	10166
504	16	John Seymour.....	10216
505	16	Joseph Jure	10221
506	16	Samuel Payne, jr.....	10191
507	16	Prosper A. Garcier	10230
508	16	Ambrose Gale.....	10235
509	16	Mary Anderson	10174
510	16	Jane Osborne	10171
511	16	Joshua Wall	10184
512	16	John Short (of James).....	10183
513	16	Joseph Willis	10180
514	16	William Gillam, jr	10198
515	16	Margaret Barry	10164
516	16	Michael Kehoe	10165
517	16	John Condon	10162
518	16	Andrew Elsworth	10260
519	16	Andrew Elsworth	10261
520	16	John P. Haliburton	10163
521	16	Alexander Cuning.....	9820
522	23	Reuben Hiscock.....	10181
523	23	Thomas Carter	10226
524	23	Walter Torrville.....	10131
525	23	Benjamin Torrville	10192
526	23	Richard Hynes.....	10182
527	23	Richard P. Benna	10176
528	23	Baxter Burry and others.....	10137
529	23	Barzillia Roberts	10127

during the year 1903-04.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
	A.	R.	P.		Vol.	Folio.	
Burin Bay, District of Burin.....	1	0	0	Mar. 24, 1904	66	12	\$1 30
Burin Bay, District of Burin.....	2	1	21	24 "	"	2	1 90
Foot Cove, District of Burin.....	0	0	35	21 "	65	200	1 30
Mortier Bay, District of Burin.....	11	1	25	24 "	"	198	4 60
Fortune, District of Burin.....	0	3	10	21 "	"	190	1 30
Burgoyne's Cove, District of Trinity.....	15	0	21	24 "	"	188	1 00
Spaniard's Bay, District of Harbor Grace...	12	1	10	Apl. 27, 1903	64A	108	4 90
Grand Lake, District of St. George.....	14	0	0	12, 1904	66	54	4 20
Haystack, Dis. of Placentia & St. Mary's.....	9	3	34	Mar. 24 "	"	47	4 00
Gander Bay, District of Fogo.....	8	0	16	Apl. 2 "	"	38	3 70
Carbonear, District of Carbonear.....	0	2	11	Mar. 24 "	"	48	1 30
Victoria Village, District of Carbonear.....	12	3	0	Apl. 2 "	"	31	4 90
Robinhoods, District of Trinity.....	11	1	28	2 "	"	34	4 60
Robinhoods, District of Trinity.....	8	0	16	2 "	"	43	3 70
Perry's Cove, District of Bay-de-Verde.....	3	1	8	2 "	"	30	2 20
Freshwater, District of Bay-de-Verde.....	2	0	0	Mar. 24 "	"	42	1 60
Bell Island, District of St. John's East.....	7	2	0	Apl. 2 "	"	41	3 40
Bell Island, District of St. John's East.....	3	0	0	2 "	"	35	1 90
Grand Bank, District of Burin.....	8	0	0	2 "	"	46	3 40
Fortune, District of Burin.....	4	3	0	Mar. 24 "	"	24	2 50
Collier's Cove, District of Burin.....	1	0	16	Apl. 2 "	"	18	1 60
Collier's Cove, District of Burin.....	0	1	7	2 "	"	19	1 30
Bunyan's Cove, District of Bonavista.....	12	2	25	Mar. 24 "	"	44	4 90
Gambo, District of Bonavista.....	20	0	0	Apl. 2 "	"	21	7 00
Alexander Bay, District of Bonavista.....	18	0	0	2 "	"	40	6 40
Gambo, District of Bonavista.....	7	0	0	Mar. 24 "	"	39	3 10
Garnish, District of Fortune Bay.....	7	0	12	24 "	"	23	3 40
Garnish, District of Fortune Bay.....	0	0	25	24 "	"	20	1 30
Bay D'Espoir, District of Fortune Bay.....	3	0	0	Apl. 2 "	"	32	1 90
Ship Cove, District of Fortune Bay.....	4	2	0	2 "	"	33	2 50
Boyd's Cove, District of Twillingate.....	10	0	8	2 "	"	51	4 30
Fortune Harbor, District of Twillingate.....	5	0	0	Mar. 24 "	"	49	2 50
Michael's Harbor District of Twillingate.....	10	3	5	24 "	"	45	4 30
Peters' Arm, District of Twillingate.....	13	0	0	24 "	"	29	4 90
Burnt Bay, District of Twillingate.....	15	1	24	24 "	"	37	5 80
Twillingate, District of Twillingate.....	1	1	15	24 "	"	26	1 60
Rose Blanche, District of Burgeo & LaPoile.....	0	2	35	Apl. 2 "	"	53	1 30
Cape Ray, District of Burgeo & LaPoile.....	3	3	13	2 "	"	36	2 20
Mouse River, District of Burgeo & LaPoile..	0	0	20	Mar. 24 "	"	52	1 30
Margaree, District of Burgeo & LaPoile.....	0	2	12	24 "	"	50	1 30
Cape Ray, District of Burgeo & LaPoile.....	14	3	18	24 "	"	27	5 50
Cape Ray, District of Burgeo & LaPoile.....	1	1	0	24 "	"	22	1 60
Margaree, District of Burgeo & LaPoile.....	2	3	6	24 "	"	25	1 90
Cape Ray, District of Burgeo & LaPoile.....	9	1	1	24 "	"	28	4 00
Petrie's Valley, District of St. George.....	10	0	0	24 "	67	56	4 00
Bay of Islands, District of St. George.....	0	2	35	24 "	"	55	1 30
Birchy Cove, District of St. George.....	2	1	22	21 "	"	57	1 90
Bonne Bay, District of St. Barbe.....	8	2	0	Apl. 2 "	"	60	3 70
Bonne Bay, District of St. Barbe.....	16	1	29	2 "	"	59	6 16
Hawke's Bay, District of St. Barbe.....	68	1	38	Mar. 24 "	"	58	21 70
Birchy Cove, District of St. George.....	10	0	0	Oct. 14, 1903	"	61	4 00
Victoria Village, District of Carbonear.....	12	1	4	Mar. 24, 1904	66	56	4 90
Cape Ray, District of Burgeo & LaPoile.....	33	2	34	Apl. 2 "	"	64	11 20
Gander Bay, District of Fogo.....	20	0	20	Mar. 10 "	"	63	7 30
Gander Bay, District of Fogo.....	20	0	20	24 "	"	61	7 30
Codroy, District of St. George.....	72	1	1	24 "	"	66	22 90
Deer Lake, District of St. George.....	18	0	2	24 "	"	62	6 70
Alexander Bay, District of Bonavista.....	10	0	0	10 "	"	80	4 00
Brookfield, District of Bonavista.....	0	2	25	10 "	"	77	1 30

Return of Crown Land Grants issued

No.	Date of Issue.	Name.	No. of Grant.
530	Apl. 23	William Stockley and others.....	10186
531	23	Peter Gill.....	10187
532	23	Robinson and Seymour.....	10167
533	23	Edgar Snow and others.....	10217
534	23	Thomas Hackett.....	10233
535	23	Samuel Waddleton and others.....	10179
536	23	Thomas Houlihan.....	10232
537	23	Nicholas Rowe and others.....	10188
538	23	Mary Tibbo and others.....	10178
539	23	Elizabeth Blagdon and others.....	10210
540	23	Wilson Garland.....	10237
541	23	J. C. and P. Penny.....	10201
542	23	W. T. Jenkins.....	10204
543	23	A. S. Skinner.....	10112
544	23	George Snow and others.....	10215
545	23	William Kelloway.....	10240
546	23	Henry T. Butt.....	10250
547	23	Samuel F. and C. Flight.....	10254
548	23	James and Thomas Green.....	10119
549	30	Charles Bryant.....	10248
550	30	George J. Squires.....	10113
551	30	John J. and Joseph Dawe.....	10161
552	30	Eliher Clarke.....	10197
553	30	William Templeman and others.....	10132
554	30	George Maidment.....	10129
555	30	Sylvanus Smith.....	10152
556	30	W. Seward Farnell.....	10255
557	May 2	T. P. O'Donnell.....	10030
558	5	Horwood Lumber Co.....	10229
559	7	James Churchill.....	10139
560	9	William Vatcher.....	10192
561	9	Diocesan Synod.....	10251
562	9	Diocesan Synod.....	10145
563	9	Diocesan Synod.....	10144
564	9	Diocesan Synod.....	10146
565	9	Diocesan Synod.....	10147
566	9	Diocesan Synod.....	10155
567	9	The Colonial Manufacturing Co.....	10258
568	11	Josiah and Ananias Tucker.....	9564
569	13	Newfoundland Conference.....	9948
570	14	Uriah Rowsell, Luke and others.....	9736
571	14	Jacob Oldford.....	10273
572	14	George Marshall.....	10281
573	14	John E. Lake.....	10289
574	14	Moses Penny.....	10270
575	14	Edgar Sillars.....	10291
576	14	William Butler and others.....	10285
577	14	William Peyton.....	10269
578	14	William Park.....	10272
579	14	William Wadman.....	10301
580	14	John Wall.....	10300
581	14	Phoebe Lomond.....	10279
582	14	Phoebe Lomond.....	10283
583	14	Andrew and F. A. Stickland.....	10304
584	19	Daniel Dwyer.....	10012
585	20	John and Frederick Davy.....	10307
586	21	William B. Fraser.....	10286
587	21	Jacob Porter.....	10267
588	21	James Young.....	10306

during the year 1903-04.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
Gambo, District of Bonavista	A. 9	R. 1	P. 0	Mar. 24, 1904	66	76	\$4 00
Exploits, District of Twillingate.....	24	0	0	24 "	"	65	8 20
Exploits, District of Twillingate.....	18	1	28	24 "	"	58	6 70
Burnt Bay, District of Twillingate.....	5	3	8	24 "	"	59	2 80
Trepassey, Dis. of Placentia & St. Mary's ...	3	0	8	Apl. 2 "	"	72	2 20
Trepassey, Dis. of Placentia & St. Mary's ...	7	1	25	Mar. 24 "	"	71	3 40
Merashéen, Dis. of Placentia & St. Mary's ..	3	0	37	Apl. 2 "	"	55	2 20
Placentia, Dis. of Placentia & St. Mary's.....	3	0	9	2 "	"	57	2 20
Croucher Cove, District of Fortune Bay.....	1	2	0	Mar. 24 "	"	79	1 60
Little Bay West, District of Fortune Bay ...	0	1	25	24 "	"	78	1 30
Pushthrough, District of Fortune Bay	2	3	9	Apl. 2 "	"	67	1 90
St. Jacques, District of Fortune Bay.....	0	1	30	Mar. 24 "	"	60	1 30
Western Bay, District of Bay-de-Verde	2	3	9	24 "	"	74	1 90
Ochre Pit Cove, District of Bay-de-Verde ...	1	1	35	10 "	"	75	1 60
Freshwater, District of Bay-de-Verde.....	1	2	0	24 "	"	73	1 60
Spout Cove, District of Bay-de-Verde.....	4	0	18	Apl. 2 "	"	70	2 50
Perry's Cove, District of Bay-de-Verde	4	1	9	2 "	"	69	2 50
Small Point, District of Bay-de-Verde	7	0	20	2 "	"	68	3 40
English Harbor, District of Fortune Bay.....	1	2	15	10 "	"	83	1 60
Hickman's Harbor, District of Trinity.....	34	3	3	2 "	"	89	11 50
Dog Berry Hill, B'd C' ve, Dis. St. John's W	13	0	0	Mar. 10 "	"	86	4 90
Long Pond, District of Harbor Main	13	2	9	21 "	"	85	5 20
Victoria Village, District of Carbonear.....	11	0	32	24 "	"	84	4 60
New Town, District of Bonavista.....	4	3	15	10 "	"	82	2 50
Shambler's Cove, District of Bonavista	1	0	36	10 "	"	81	1 60
Codroy, District of St. George.....	100	0	0	11 "	"	88	31 00
Humber River, District of St. George.....	24	2	28	Apl. 2 "	"	87	8 70
Bell Island, District of St. John's East.....	14	2	20	Feb. 4 "	65	151	5 50
Dog Bay, District of Fogo.....	163	2	35	Apl. 2 "	66	96	50 20
Portugal Cove, District of St. John's East...	25	0	0	Mar. 10 "	"	100	8 50
Freshwater, District of Bay-de-Verde.....	3	1	17	24 "	"	98	2 20
Bull Arm, District of Trinity.....	4	0	9	Apl. 2 "	"	91	1 00
Broad Cove, District of St. John's West.....	2	2	36	Mar. 10 "	"	92	1 00
St. Jacques, District of Fortune Bay.....	6	3	25	10 "	"	93	1 00
Heart's Content, District of Trinity	1	3	37	10 "	"	94	1 00
Salvage, District of Bonavista	0	3	11	10 "	"	95	1 00
Pouch Cove, District of St. John's East	8	0	12	21 "	"	96	1 00
Aquaforte, District of Ferryland.....	10	3	18	Apl. 2 "	"	104	4 30
Thorburn Road, District of St. John's West	40	0	0	Nov. 13, 1902	64	164	13 00
Wesleyville, District of Bonavista.....	7	0	27	Jan. 25, 1904	65	157	1 00
Hall's Bay, District of Twillingate.....	9	3	19	Oct. 3, 1903	"	135	4 00
Hallett's Cove, District of Bonavista.....	2	3	8	May 6, 1904	66	123	1 90
Carbonear, District of Carbonear.....	1	0	10	6 "	"	114	1 60
Bay D'Espoir, District of Fortune Bay.....	14	2	0	6 "	"	117	4 50
Victoria Village, District of Carbonear.....	19	3	27	6 "	"	119	7 00
Western Bay, District of Bay-de-Verde	2	1	2	7 "	"	113	1 90
Split Point Cove, District of Bay-de-Verde..	0	2	17	6 "	"	116	1 30
Rattling Brook, District of Twillingate.....	30	0	0	6 "	"	115	10 00
Cape Ray, District of Burgeo & LaPoile.....	18	0	3	6 "	"	118	6 70
Rose Blanche, District of Burgeo & LaPoile	0	1	29	7 "	"	120	1 30
Cape Ray, District of Burgeo & LaPoile.....	28	0	19	7 "	"	122	9 70
Batt's Hill, District of Burgeo & LaPoile....	5	1	35	6 "	"	124	2 80
Rocky Barachoix, Dis. of Burgeo & LaPoile	4	0	16	6 "	"	125	2 50
LaPoile River, District of Burgeo & LaPoile	10	0	11	7 "	"	121	4 30
Bell Island, District of St. John's East	5	2	0	Feb. 4 "	65	152	2 80
Grand Lake, District of St. George	10	0	0	May 7 "	66	112	4 00
Badger Brook, District of Twillingate.....	20	0	0	6 "	"	149	7 00
Manuels, District of Harbor Main.....	22	0	0	6 "	"	139	7 60
St. Jacques, District of Fortune Bay	1	0	32	7 "	"	147	1 60

Return of Crown Land Grants issued

No.	Date of Issue.	Name.	No. of Grant.
589	May 21	Ebenezer Thistle and others	10302
590	21	Henry Hiscock.....	10298
591	21	Methodist Board of Education.....	10297
592	21	William Price	10266
593	21	Henry Blair.....	10284
594	21	John Tapp, sr.....	10303
595	21	Thomas Short.....	10292
596	21	John Rodgers.....	10296
597	21	Richard Kent (Admr.)	10288
598	21	George Rees, sr	10265
599	21	Patrick Roach	10263
600	21	Martin Roach.....	10264
601	21	Arthur Suley.....	10294
602	21	Thomas Bursey	10305
603	21	George Rowland	10293
604	21	Charles Rowland.....	10295
605	21	Eliza Jane Philips.....	10268
606	21	John Gissue.....	10287
607	21	Charles C. Martyn.....	10280
608	21	Samuel Mugford.....	10275
609	21	James M. Mortar, jr.....	10276
610	21	Duncan McIsaac.....	10277
611	21	Norman Messier.....	10278
612	21	William H. Squires.....	9919
613	28	Jethro Penney	10271
614	28	Herbert H. McKay.....	10282
615	28	William Evans and others	10227
616	June 2	Joseph Squires and others.....	10111
617	3	James Kennedy.....	10241
618	4	Peter Benoit	10000
619	4	Ezekiel Goulding.....	10121
620	4	John Buckler	8008
621	4	William King.....	9892
622	11	Thomas Evans and others.....	10321
623	11	William P. Lake	10327
624	11	Thomas Antle.....	10317
625	11	J. and W. Mitchell.....	10320
626	11	Richard Maidment	10326
627	18	Walter Kennedy	10325
628	18	Mary Ann Warren	10313
629	18	Jane Peddle.....	10311
630	18	William H. Clarke.....	10314
631	18	Edward Seward.....	10310
632	18	Enos Harris.....	10318
633	18	William Mills.....	10309
634	18	John Short (of Geo.).....	10308
635	18	David Ball.....	10324
636	18	Henry J. Earle.....	10316
637	18	Solomon Ball.....	10323
638	18	John J. Freake.....	10319
639	18	John Young (of Phillip)	10312
640	18	Horatio Driscoll.....	10315
641	25	John J. Murphy	10247

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1904.

APPENDIX.

during the year 1903-1904.

Locality.	Area.			Date of Grant.		Registry.		Amount of Fee.
	A.	R.	P.			Vol.	Folio.	
Small Point, District of Bay-de-Verde	4	2	0	May	7, 1904	66	131	\$2 50
Freshwater, District of Carbonear.....	2	0	0		7 "	"	151	1 60
Lower Island Cove, Dis. of Bay-de-Verde..	4	0	0		7 "	"	152	2 20
Friday's Bay, District of Twillingate	8	2	10		7 "	"	148	3 70
Norris' Arm, District of Twillingate.....	23	2	14		6 "	"	135	8 20
Cape Ray, District of Burgeo & LaPoile.....	21	1	10		7 "	"	129	7 60
Cape Ray, District of Burgeo & LaPoile.....	12	0	30		7 "	"	128	4 90
Cape Ray, District of Burgeo & LaPoile.....	22	3	31		7 "	"	130	7 90
Bell Island, District of St. John's East.....	13	0	0		6 "	"	145	4 90
Bell Island, District of St. John's East.....	16	0	0		6 "	"	132	5 80
Logy Bay, District of St. John's East.....	23	2	0		6 "	"	133	7 90
Outer Cove, District of St. John's East	21	0	0		6 "	"	137	7 30
Fox Head Cove, District of Fogo.....	1	0	31		7 "	"	138	1 30
Gander Bay, District of Fogo	1	2	17		7 "	"	141	1 60
Gander Bay, District of Fogo	14	0	35		7 "	"	140	5 50
Gander Bay, District of Fogo	40	0	28		7 "	"	144	13 30
Gander Bay, District of Fogo	1	3	11		6 "	"	143	1 60
Bay of Islands, District of St. George	25	0	0		6 "	"	146	8 50
Crabb's Crossing, District of St. George.....	2	2	15		6 "	"	150	1 90
Codroy, District of St. George.....	50	0	0		6 "	"	127	16 00
Codroy, District of St. George.....	32	0	32		6 "	"	134	10 90
Codroy, District of St. George.....	96	0	0		6 "	"	136	29 80
Corner Brook, District of St. George.....	16	0	0		6 "	"	142	5 80
Grand Lake, District of St. George	23	3	0	Jan.	21 "	65	161	8 20
Salmon Cove, District of Carbonear	3	0	34	May	6 "	66	153	2 20
Channel, District of Burgeo & LaPoile.....	87	2	7		6 "	"	157	27 40
Northern Arm, Exploits, Dis. Twillingate..	19	3	2	Apl.	2 "	"	103	7 00
Salvage Bay, District of Bonavista.....	10	2	32	Mar.	10 "	"	97	4 30
Long Pond, District of Harbor Main	4	1	0	Apl.	2 "	"	108	2 50
Grand Pond, District of St. George.....	13	3	14	Feb.	2 "	65	154	5 20
Gambo, District of Bonavista	2	2	0	Mar.	10 "	"	164	2 20
Peter's Arm, District of Twillingate	5	0	2	Feb.	20, 1896	57	59	1 50
Robin Hoods, District of Trinity.....	10	3	8	Dec.	18, 1903	64	247	4 30
St. Jacques, District of Fortune Bay.....	4	0	19	June	1, 1904	"	283	2 50
Fortune, District of Burin	3	1	36		4 "	"	282	2 20
Exploits, District of Twillingate.....	14	0	0		4 "	"	285	5 20
Millerton Junction, District of Twillingate..	10	0	0		1 "	"	284	4 00
Millerton Junction, District of Twillingate..	10	0	0		1 "	"	286	4 00
Western Bay, District of Bay-de-Verde	7	3	15		1 "	"	290	3 40
Alexander Bay, District of Bonavista.....	6	0	0		1 "	"	295	2 80
Mosquito, District of Carbonear.....	4	1	5		1 "	"	292	2 50
Carbonear, District of Carbonear.....	3	0	37		1 "	"	289	2 20
Clarenville, District of Trinity	6	1	16		1 "	"	293	3 10
Seal Cove, District of Trinity.....	5	0	19		1 "	"	287	2 80
Channel, District of Burgeo & LaPoile..	0	0	20		1 "	"	297	1 30
Cape Ray, District of Burgeo & LaPoile.....	3	3	33		1 "	"	291	2 20
Milard's Arm, District of Twillingate.....	11	3	27		1 "	"	299	4 60
Harbor Rock Island, District of Twillingate	0	0	32		1 "	"	300	1 30
Scissors Cove, District of Twillingate	12	3	0		1 "	"	298	4 90
Boyd's Cove, District of Twillingate..	17	0	17		1 "	"	294	6 40
Twillingate S. Island, Dis. of Twillingate ...	0	2	29		1 "	"	296	1 30
Exploits, District of Twillingate.....	8	0	0		1 "	"	.....	3 40
Gambo, District of Bonavista.....	17	1	24	May	6 "	66	111	6 40
	8447	3	37					2534 40

THOS. LONG,

Deputy Minister of Agriculture and Mines.

Return of Licenses to Cut Timber

Date of License.		Name.
Month.	Day.	
1903.		
August	19	John J. Murphy
July	10	John J. Oxley
October	16	Charles E. Willis
	14	Geo. Clarke, Josiah Clarke and E. Brown
November	24	John B. Miller
	28	Wilfred Grenfell
December	17	Exploits River Timber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
	17	Exploits River Lumber and Pulp Co.
1904.		
February	4	Newland Lumber and Pulp Co., Ltd
April	12	Robert B. Job
	12	Robert B. Job
	12	Robert B. Job
March	10	Reuben F. Horwood
May	6	William J. Martin
	6	James R. Hayse
	6	Edwin W. Roberts and Sir J. S. Winter
	6	William J. Martin
	6	Robert B. Job
June	25	Isaac Mercer

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1904.

APPENDIX.

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issued during the year 1903-1904.

Locality.	Area in Sq. Miles.	Amount Rental.	Amount Bonus.
Inland Gambo	201	\$402 00	\$402 00
Inland St. George	89½	179	179
Fox Island River, St. George.....	14	28	28
Inland from Hall's Bay.....	28	56	56
Noel Paul's Steady, South of Exploits River	250	500	500
Canada Bay, St. Barbe.....	112	224	224
South side of Exploits River	40	80	224
Exploits River and Red Indian Lake	70	140	224
North side of Exploits River	89	178	224
South side of Exploits River.....	50	100	224
North side of Exploits River	42	84	224
Badger Brook, North side of Exploits River	60	120	224
North side of Exploits River	40	80	224
South side of Exploits River.....	67	134	224
Both sides Victoria River, South side Red Indian Lake	296½	593	224
South side of Exploits River, above Badger Brook.....	40	80	224
To the Southward of the Exploits River	275	550	224
To the Northward of the Exploits River.....	130	260	224
Rattling Brook, on the Exploits River.....	188	376	376
Deer Lake	21	42	42
Deer Lake	33 & 88 ac's	66	66
Deer Lake	157	314	314
Birchy Lake	8¾	18	18
Lloyd's Pond, George IV. and Victoria Lake.....	472¼	940	940
Bay St. George.....	14	28	28
Inland from Goose Arm, Bay of Islands	43½	88	88
Red Indian Lake.....	138½	277	277
Crooked Lake, inland from Bay D'Espoir.....	132	264	264
Stag Bay, Labrador.....	40	80	80
		\$6,281 00	\$3,882 00

THOS. LONG,

Deputy Minister of Agriculture and Mines.

Return of Leases of Mill Site and Water Power issued during the year 1903-1904.

Date of Lease.		Name.	Locality.
Month.	Day.		
1903. January	20	Robert J. French	Juniper Brook, Birchy Bay, Notre Dame Bay.

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1904.

Return of Leases of Slate Quarries issued during the year 1903-1904.

Date of Lease.		Name.	Locality.	Area.	Rental.
Month.	Day.				
1903.				A. R. P.	
July	10	Joshua Hookey.....	Tilton Head, Smith Sound...	80 0 0	\$20 00
September	16	Samuel Ruby and Wm. Wyatt..	Keels, District of Bonavista..	24 3 34	6 25
October	14	William Scott.....	Butler's Isl'd, Placentia Bay	33 0 0	8 25
				137 3 34	\$34 50

THOS. LONG,

Deputy Minister of Agriculture and Mines.

Return of Mining Licenses issued

Date.	Registry.		Name.
	Vol.	Folio.	
1903			
July 7	15	11	William Wyatt, Samuel Ruby and A. Kawaga
7	"	12	John Bartlett
7	"	13	Herbert C. Burchill
7	"	14	Robert G. Rendell.....
15	"	15	James W. Grant
15	"	16	Edward J. Dobson
15	"	17	Edward J. Dobson
15	"	18	John H. Freeman
15	"	19	John H. Freeman
15	"	20	John Browning
15	"	21	John Browning
15	"	22	John Browning
17	"	23	The Terra Nova Company of.....
17	"	24	Robert J. Rennie.....
17	"	25	Robert J. Rennie.....
20	"	26	Frank J. Morris and James Murphy
20	"	27	Archibald Lindsay
22	"	28	John Browning
22	"	29	John Browning
23	"	30	Frank D. Lilly
24	"	31	A. LeC. Berteau.....
28	"	32	Luke Chafe
28	"	33	Luke Chafe
28	"	34	John Moore.....
29	"	35	John Harvey.....
Aug. 4	"	36	Charles F. Haney
4	"	37	John G. Duncan, M.D.....
10	"	38	C. W. H. Tessier and James Doyle
10	"	39	John Harvey.....
14	"	40	Robert Boyde, sr., Robert Boyde, jr., and C. W. H. Fredericks
26	"	41	Gustaf Johnson
Sept. 1	"	42	Thomas Hanrahan
1	"	43	Terra Nova Company of
1	"	44	A. Kawaga, M. L. Parrell and Rev. J. S. Colbert.....
1	"	45	A. Kawaga, M. L. Parrell and Rev. J. S. Colbert.....
1	"	46	A. Kawaga, M. L. Parrell and Rev. J. S. Colbert.....
3	"	47	Robert J. Rennie.....
3	"	48	Robert J. Rennie.....
4	"	49	A. Kawaga, M. L. Parrell, Alex. Kawaga and Rev. J. S. Colbert.....
4	"	50	A. Kawaga, M. L. Parrell, Alex. Kawaga and Rev. J. S. Colbert.....
8	"	51	Charles R. Thomson and Wm. Cook
8	"	52	Robert B. Job.....
8	"	53	Robert B. Job.....
Nov. 18	"	54	Thomas C. Doan
Sept 21	"	55	C. W. H. Tessier, F. H. Viguers and James Doyle.....
21	"	56	C. W. H. Tessier, F. H. Viguers and James Doyle.....
21	"	57	John Harvey
21	"	58	A. LeC. Berteau and Edward J. Dobson
21	"	59	John Harvey.....
21	"	60	John Harvey
21	"	61	John Harvey.....
21	"	62	John Harvey.....
22	"	63	Charles F. Taylor
22	"	64	William A. Bartlett
22	"	65	Michael Connolly and James Norris
25	"	66	William P. Rogerson
29	"	67	William Cook.....
29	"	68	William E. Wood
Oct. 2	"	69	William T. Scully, M.D

during the year 1903-1904.

Residence.	Fee.	Locality.
St. John's	\$50	Indian Brook, Alexander Bay.
Brigus	50	Nadin's Cove, Sop's Arm, White Bay.
St. John's	80	Near Hannah Cove, White Bay.
St. John's	40	North side of Little Bay, Baie Verte.
St. John's	30	Inland Natlin's Cove, Sop's Arm.
St. John's	20	Inland Natlin's Cove, Sop's Arm.
St. John's	10	Inland Natlin's Cove, Sop's Arm.
St. John's	60	Inland Brown's Cove, White Bay.
St. John's	20	Inland North side Baie Verte.
St. John's	80	Inland Gold Cove, River Head Bay, White Bay.
St. John's	60	Inland Salt Water Pond, White Bay.
St. John's	40	Inland Brown's Cove, White Bay.
New York, U.S.A.	20	Baie Verte.
St. John's	20	Inland Gold Cove, White Bay.
St. John's	20	Between Hannah Cove and Brown's Cove.
St. John's	20	Bottom of North Arm, Holyrood.
St. John's	20	Tickle Bay, Trinity Bay.
St. John's	20	Upper Head, East of Salt Water Pond, White Bay.
St. John's	50	Gold Cove, River Head Bay, White Bay.
St. John's	20	Gold Cove, River Head Bay, White Bay.
St. John's	10	Between Brown's Cove and Upper Head, White Bay.
Rose Blanche.....	10	Rose Blanche.
Rose Blanche.....	10	West of Rose Blanche.
Dildo, Trinity Bay.....	10	Between Chapel Arm and Spread Eagle Bay.
St. John's	30	River Head Brook, White Bay.
New York.....	20	River Head Bay, White Bay.
St. John's	30	River Head Bay, White Bay.
St. John's	10	Fleur-de-Lys Harbor.
St. John's	80	Inland Hinds' Brook, Grand Lake.
Twillingate	10	North-west Point Chapel's Island, Notre Dame Bay.
Boston, Mass	10	"Emmet" or Southern Stag Island.
Harbor Grace.....	10	Shalloway Cove, St. Brendan's Island.
New York.....	20	Baie Verte.
St. John's	40	South side Bell Island, Groais Island.
St. John's	30	Inland from bottom of Big St. Julian's Harbor.
St. John's	20	Balsam Bud Cove, Great Islets Harbor.
St. John's	20	South side Jackson's Arm, White Bay.
St. John's	10	North side Jackson's Arm, White Bay.
St. John's	10	Little St. Julian's Harbor.
St. John's	20	Inland Great Goose Harbor, North St. Julien's Harbor.
St. John's	10	Inland Cinq Cerf Brook, Burgeo & LaPoile.
St. John's	10	Inland North of Tilt Cove.
St. John's	90	Inland from Ming's Bight.
New York, U.S.A.....	20	Dead Island, Labrador.
St. John's	30	Cuttle Cove, New Bay, Notre Dame Bay.
St. John's	10	Cuttle Island, New Bay, Notre Dame Bay.
St. John's	30	Inland on the South side of Baie Verte.
St. John's	20	Inland from Fleur-de-Lys Harbor.
St. John's	10	Slaughter House Cove, North side Baie Verte.
St. John's	10	Lanse-au-Bois Cove, East side Ming's Bight.
St. John's	10	Bottom of Baie Verte.
St. John's	30	Inland on the South Side of Baie Verte.
St. John's	60	Near Davie's Pond, inland North side Hall's Bay.
Bay Roberts.....	10	Inland Chouse Brook, South side White Bay.
St. John's	20	West side of Hardy Harbor, St. Barbe.
St. John's	10	Inland South side Baie Verte.
St. John's	10	Inland River Head Brook, White Bay.
St. John's	10	Inland from South side Baie Verte.
St. John's	10	Inland South of Ming's Bight.

Return of Mining Licenses issued

Date.	Registry.		Name.
	Vol.	Folio.	
1903			
Oct. 6	15	70	J. V. Bonia, Michael Ayrse, F. Upshall and J. Sutton
7	"	71	John Harvey
13	"	72	C. W. H. Tessier, James Coughlan and J. Newhook.....
14	"	73	N. S. Fraser, M.D
15	"	74	Thos. Wall, J. J. Channing, E. G. Hunter, Jas. O'Neil, L. Hannaford, J. Doyle, Patrick Clarke, Thos. Fitzgibbons and Patrick Dalton.....
17	"	75	Wm. Wyatt, C. Thomson, A. Lindsay and Dr. J. S. Tait.....
17	"	76	Alfred B. Morine.....
19	"	77	Andrew H. Murray.....
1904			
Jan. 2	"	78	Ralph W. Strong.....
1903			
Oct. 29	"	79	Jacob Bishop.....
Nov. 13	"	80	Leonard McGee
2	"	81	James Keeping, H. R. C. Clinton and M. J. Burke.....
11	"	82	Sinclair Tait, M.D.....
7	"	83	A. B. Morine, M. P. Gibbs and Weston Spracklin.....
7	"	84	A. B. Morine, M. P. Gibbs and Weston Spracklin.....
21	"	85	Robert G. Rendell
23	"	86	Paul W. AuCoin and John A. Jesso
24	"	87	Assad Kawaga
Dec. 1	"	88	Alexander W. Wagner.....
1	"	89	C. R. Thomson, Wm. Cook and C. J. Barnes.....
7	"	90	Thomas Carter.....
1904			
Jan. 23	"	91	James R. Hayes.....
23	"	92	James R. Hayes.....
1903			
Dec. 11	"	93	Walter M. Balfour
1904			
Jan. 20	"	94	Richard White.....
1903			
Dec. 16	"	95	Assad Kawaga and M. L. Parrell
1904			
Jan. 6	"	96	Moses Crossman.....
1903			
Dec. 9	"	97	Wm. Wyatt, Jonathan Noseworthy and W. Campbell
Oct. 26	"	98	A. B. Morine, M. P. Gibbs and Weston Spracklin.....
Dec. 11	"	99	R. Bentnall, T. N. Sphire, J. Bolos and S. Mullett.....
1904			
Feb. 8	"	100	George Hodder and James Hodder.....
9	"	101	William Kennedy and M. J. Hillyard
11	"	102	William C. Job and R. B. Job
17	"	103	John J. Oxley
26	"	104	James M. Andrews.....
Jan. 27	"	105	A. Kawaga, Alex. Kawaga, Rev. J. S. Colbert and M. L. Parrell
Mar. 19	"	107	W. Churchill, R. Roach, F. J. Morris, W. Clements, J. Anderson, ex- ecutor estate of the late J. Ledingham, and Samuel A. Churchill.....
11	"	108	William C. Job.....
2	"	106	James R. Hayse.....

during the year 1903-1904.

Residence.	Fee.	Locality.
Gloucester, Mass.....	\$20.	Senator Gardner's Island, Labrador.
St. John's	10	South side of bottom of Baie Verte.
St. John's	10	Tickle Point, Trinity Bay.
St. John's	30	South shore of Grand Lake.
St. John's	10	Oil Island, Notre Dame Bay.
St. John's	20	Amelia, or Garden Cove, North side St. Lunaire Bay.
St. John's	90	North side Rowsell's Harbor, Labrador.
St. John's	10	Bottom of Wild Cove, Western Arm, White Bay.
St. John's	20	South side of Hebron Bay, Labrador.
St. John's	10	Peace Cove, Full Arm, Trinity Bay.
St. John's	40	Inland from Stevenville, St. George.
St. Jacques	10	Bell Island, Bell Bay, Fortune Bay.
St. John's	10	Seal Island, near Flower's Cove, St. Barbe.
St. John's	30	Inland from Rowsell's Harbor, Labrador.
St. John's	10	Reddick's Bight, Rowsell's Harbor, Labrador.
St. John's	80	Fischell's Brook, St. George.
St. George.....	20	Inland Broad Cove, Port-au-Bay.
St. John's	10	St. Julian's Island, St. Barbe.
St. John's	10	Tommie Toucher's Cove, near Ship Cove, St. George.
St. John's	10	Inland, West of Cinq Cerf Brook, Burgeo & LaPoile.
Bay of Islands	30	Tweed Island, mouth of Bay of Islands.
St. George.....	40	Flat Bay Brook, St. George.
St. George.....	40	Flat Bay Brook, St. George.
Lewisport	20	Hummocky Island, Bay of Exploits.
St. John's	20	South side Hebron Bay, Labrador.
St. John's	10	Between Crouse and Pillier's Harbor, St. Barbe.
St. John's	20	City of St. John's.
St. John's	10	North side N. W. Arm, Alexander Bay.
St. John's	50	Between Ramah Bay and Reddix Bight, Labrador.
Gambo	10	Cat Bay, Bonavista Bay.
Twillingate	20	Burnt Island, Twillingate.
Conception Harbor.....	10	Collier's, Conception Bay.
St. John's	140	Western side of Childs' Brook, head waters Gander River.
St. John's	10	Near Long Pond, Conception Bay.
West Arm, New Bay.....	10	North side Four Mile Lake, West Arm, New Bay.
St. John's	20	Between Pillier's Bay and Crouse, St. Barbe.
St. John's	40	On the Southern and Western part of Belle Isle.
St. John's	30	Between Cape Rouge Harbor and Pillier's Bay, St. Barbe.
St. George.....	60	Inland Lewis' Brook, Port-au-Port.

Return of Mining Licenses issued

Date.	Registry.		Name.
	Vol.	Folio.	
1904			
Mar. 11	15	109	William C. Job.....
18	"	110	William C. Job.....
11	"	111	Albert LeC. Berteau
24	"	112	John J. Oxley
25	"	113	Edward White.....
25	"	114	Edward White.....
26	"	115	Edward White.....
26	"	116	Edward White.....
Apl. 13	"	117	Archibald Lindsay
13	"	118	Archibald Lindsay
13	"	119	Archibald Lindsay
June 28	"	120	Robert G. Rendell and L. Gower Mackay.....
Apl. 22	"	121	Adolphus Yates and Jacob Moores
May 7	"	122	William E. Bearnns
7	"	123	William E. Bearnns
7	"	124	Thomas Mitchell
10	"	125	James G. Smith and George A. Fowler
20	"	126	J. Hodder, E. Hodder, W. T. Baird and R. S. Roberts.....
21	"	127	William Campbell and Thomas Mitchell.....
23	"	128	William E. Wood
25	"	129	Daniel J. Curtin.....
28	"	130	Robert B. Job.....
31	"	131	Robert B. Job and John J. Oxley
June 1	"	132	Kalleem Noah and Maleen Noah
6	"	133	George Jennings
4	"	134	Annie Oxley.....
7	"	135	Henry A. Morrissey.....
10	"	136	Nathaniel Butt.....
13	"	137	William S. McGrath
21	"	138	Thomas H. Laurence and William H. Pike
25	"	139	Charles F. Taylor
28	"	140	James Rendell
28	"	141	Charles F. Taylor.....
28	"	142	Thomas E. Wells and Enos England.....
Mar. 18	"	144	William C. Job.....
19	"	145	William Cook.....
19	"	146	William Cook.....

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1904.

during the year 1903-04.

Residence.	Fee.	Locality.
St. John's	\$50	Cape Rouge Harbor, St. Barbe.
St. John's	10	Pillier's Bay, St. Barbe.
St. John's	10	Cape Rouge, St. Barbe.
St. John's	10	Near Kelligrews, Conception Bay.
St. John's	10	At Hebron, Labrador.
St. John's	10	At Hebron, Labrador.
St. John's	10	Inland from Hebron, Labrador.
St. John's	10	Inland from Hebron, Labrador.
St. John's	20	Hebron, Labrador.
St. John's	10	Inland from Hebron, Labrador.
St. John's	10	Inland from Hebron, Labrador.
St. John's	10	Nepoktulegatsuk, Labrador.
New Bay	10	Between West Head of Fortune Harbor and Baggs Head.
St. John's	10	Hebron, Labrador.
St. John's	10	Inland from Hebron, Labrador.
St. John's	10	Between Topsail Head and Horse Cove.
Botwoodville	10	Near Waterman's Cove, Northern Arm, Exploits.
Twillingate	20	Twillingate, North Island.
St. John's	20	Horse Cove Road, Harbor Main.
St. John's	160	Inland, near Flat Bay Brook, St. George.
St. John's	10	Inland Fox Trap, Conception Bay.
St. John's	20	Manuels, Conception Bay.
St. John's	10	Long Pond, Conception Bay.
St. John's	10	Dog Island, North side Baie Verte.
Fox Trap	10	Dog Pond, inland Fox Trap.
Topsail	10	Near Woodford's Station, Harbor Main.
St. John's	10	Dog Pond, inland, South of Fox Trap.
St. George	10	Inland from Crabb's Brook, St. George.
St. John's	80	Neagle's Hill, St. John's East.
St. John's	10	Bear Cove Brook, North side Harbor Grace.
St. John's	20	Inland Long Pond, Conception Bay.
St. John's	10	Bottom of Bob Hand's Cove, East side Placentia Bay.
St. John's	10	Little Narrows' Island, St. Michael's Bay, Labrador.
Little Bay, N.D. Bay	50	Inland, South of Ming's Bight, St. Barbe.
St. John's	40	Between Conche and Cape Rouge Harbor, St. Barbe.
St. John's	20	Between Conche and Cape Rouge Harbor, St. Barbe.
St. John's	20	At Cape Rouge Harbor, St. Barbe.
	\$3,350	

THOS. LONG,

Deputy Minister of Agriculture and Mines.

Return of "Ninety-nine Year" Mining Leases

Date.	Registry.		Name.
	Vol.	Folio.	
1903			
July 10	5	95	John Bouzan.....
Oct. 1	5	96	James C. Leslie
14	5	97	Thomas Mitchell.....
14	5	98	Michael P. Gibbs.....
27	5	100	James O. Fraser, Elizabeth Salter and R. K. Bishop, administrator of the estate of the late Daniel J. Henderson, of St. John's, and J. Hodnot Holmes, of Cann Island, Notre Dame Bay
1904			
Apl. 12	5	101	John Browning
12	5	102	John Bartlett
May 6	5	103	R. K. Bishop, executor of the will of the late D. J. Henderson, and John Harvey.....
6	5	104	do do do and W. E. Wood...
June 17	5	105	Robert B. Job and John J. Oxley
17	5	106	Robert B. Job and John J. Oxley
17	5	107	Robert B. Job and John J. Oxley
17	5	108	W. P. Rogerson.....
17	5	109	J. J. St. John, John V. O'Dea and Edward Jennings
17	5	110	William Cook.....
17	5	111	William Campbell and Henry A. Morrissey
TREATY	SHO RE.		
1904			
Apl. 12	6	29	William C. Lacey, Wm. Cook and Hon. R. K. Bishop.....
12	6	30	John Browning

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1904.

Return of Fee-Simple Mining Grants

Date.	Registry.		Name.
	Vol.	Folio.	
1903			
Oct. 1	1	80	John Browning

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1904.

APPENDIX.

issued during the year 1903-1904.

Residence.	Fee.	Locality.
Little Bay, Notre D. Bay ...	\$40	Little Bay, Notre Dame Bay.
Conn River, Bay D'Espoir..	20	Bay D'Espoir, Fortune Bay.
St. John's	40	St. Jones' Within, South-west Arm, Random.
St. John's	40	Davies Pond, inland Little Bay, Notre Dame Bay.
St. John's	20	Cann Island, Notre Dame Bay.
St. John's	120	Inland Sop's Arm, White Bay.
Brigus, Conception Bay	40	Inland Sop's Arm, White Bay.
St. John's	60	Inland, North side Ming's Bight.
St. John's	40	Inland, North side Ming's Bight.
St. John's	120	Kelligrews, Conception Bay.
St. John's	20	Inland, near Manuels, Conception Bay.
St. John's	80	Seal Cove, Conception Bay.
St. John's	60	Bell Island, Conception Bay.
St. John's	20	Dog Pond, inland from Fox Trap, Conception Bay.
St. John's	40	Tee Arm, New Bay, Notre Dame Bay.
St. John's	20	Dog Pond, inland from Fox Trap.
St. John's	40	Purbeck Cove, White Bay, St. Barbe.
St. John's	80	Gold Cove, White Bay, St. Barbe.
	\$900	

THOS. LONG,
Deputy Minister of Agriculture and Mines.

issued during the year 1903-1904.

Residence.	Fee.	Locality.
St. John's	\$25	Inland Sop's Arm, White Bay.

THOS. LONG,
Deputy Minister of Agriculture and Mines.

REPORT OF BOARD OF AGRICULTURE, 1904.

To His Excellency SIR WILLIAM MACGREGOR, Doctor of Medicine, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

The Board of Agriculture have the honour of respectfully submitting their annual report.

Within the past few years agriculture in all its branches has made considerable progress throughout the Colony.

The result of importing pure-bred animals should, in the near future, be the means of stocking the country with a superior class of pure-bred and grade cattle.

The Board regret that owing to the limited amount of the grant they are unable to do as much in this direction as they would desire.

In July last the Government made a special grant of Four thousand dollars for the purpose of importing stock from Great Britain. On receipt of this amount, at a special meeting of the Board it was decided that their Secretary should proceed to England for the purpose of selecting cattle, as directed by resolution at that meeting.

On the 23rd of July the Secretary sailed by the S. S. *Siberian* for Glasgow, and on arrival there at once visited Ayrshire, and, after some delay, secured two pure-bred Ayrshire bulls and one pure-bred Ayrshire heifer with calf.

The Secretary is much indebted to Mr. McCracken, of Crewe, Lord Crews agent, for his very great kindness in assisting him in his search for a suitable stallion. Notwithstanding the fact that Mr. McCracken and the Secretary spared no pains and made diligent search in the most likely places, the Secretary was obliged to return without securing the desired animal.

At Kirkham, not far from Liverpool, three shorthorn bulls and one shorthorn heifer of best obtainable breed were secured after many having failed to pass the test required by the Secretary.

Owing to the Allan Company refusing to take swine on board their steamers, the Secretary did not purchase any pigs for breeding purposes.

The hay crop was considerably short last season, caused by the dry weather, and in consequence many valuable animals throughout the country will have to be disposed of. All other crops have been very fine and of superior quality.

The crops at the Agricultural Farm, with the exception of hay, were very good the past season, and nearly 300 barrels of turnips were grown from a plot of little over an acre.

All animals kept at the farm are in perfect condition and have been free from disease.

Many improvements have been made at the farm. A new barrack for hay was built, and in addition the Board have built three new boxes on the ground to enclose spaces for exercising the bulls.

It was the opinion of the Board that at any time a valuable animal may be injured with the old railed pounds then in use.

As will be seen by the annexed list a number of animals have been sent to the different Districts during the year, at cost price, the distribution represents \$1,216. More would have been done in this way but freight could not be secured by those applying for animals.

The remains (as per list annexed), at the stable on the 31st December, 1904, valued at cost and in some cases at depreciated value, shows \$3,794 00.

The amount of insurance carried by the Board on this stock amounts to \$2,000.

Regular meetings were held, and many special meetings were called during the year.

The members of the Board devote a great deal of their time to these meetings, and they would respectfully suggest that a small fee should be paid by the Government for each attendance.

Respectfully submitted,

J. A. CLIFT, *Chairman.*

JAS. B. SCLATER, *Secretary.*

REMAINS AT AGRICULTURAL STABLE, 31st DECEMBER, 1904.

1 Set Carriage Harness.....\$ 40 00	1 New Hay Barrick..... 100 00
1 Set New Cart Harness..... 40 00	1 Hay Press 60 00
2 Stallion Bridles 10 00	200 Hurdles (fence)..... 20 00
2 Sirsingles 2 00	3 Shovels, 8 Prongs, 4 Hoes, Tools... 10 00
2 Carriage Rugs 8 00	
1 Side Sleigh..... 10 00	
1 Trotting Gig 50 00	
1 New Box Cart and Wheels..... 45 00	
1 New Plough 16 00	
1 New Wheelbarrow 7 00	
1 Turnip Cutter..... 10 00	
	\$428 00
	STOCK.
	4 Shorthorn Bulls..... 850 00
	1 " Bull Calf..... 25 00
	\$1,303 00

Brought forward	\$1,303 00	1 Stallion	400 00	
3 Ayrshire Bulls	400 00			
1 Ayrshire Bull Calf.....	20 00			\$2,818 00
2 Jersey Bulls.....	200 00			
1 Holstein Bull.....	75 00			
1 Holstein Bull.....	40 00			
6 Pigs	70 00			
1 Ram.....	10 00			
1 Shorthorn Cow.....	180 00			
1 Ayrshire Cow.....	120 00			
				<u>\$3,794 00</u>

ANIMALS DISTRIBUTED, 1904.

ST. JOHN'S EAST.

1 Shorthorn Bull, 1 Holstein Bull, 1 Ram, 3 Pigs, 1 Stallion

ST. JOHN'S WEST.

1 Shorthorn Bull, 2 Rams, 1 Pig.

HARBOR MAIN.

1 Stallion, 2 Shorthorn Bulls, 5 Pigs.

TRINITY.

1 Shorthorn Bull, 1 Ayrshire Bull, 1 Jersey Bull, 2 Pigs.

CARBONEAR.

1 Shorthorn Bull.

HARBOR GRACE.

1 Ram.

BAY-DE-VERDE.

1 Pig.

PLACENTIA & ST. MARY'S.

1 Shorthorn Bull, 1 Ayrshire Bull, 2 Pigs.

BURIN.

3 Shorthorn Bulls.

TWILLINGATE.

1 Holstein Bull, 1 Ayrshire Bull, 6 Rams.

BAY ST. GEORGE.

1 Ayrshire Bull, 2 Rams.

2 Stallions	\$200 00
17 Bulls at \$50.....	850 00
11 Rams at \$10.....	110 00
14 Pigs at \$4	56 00

JAS. B. SCLATER,
Secretary Board of Agriculture.

**REPORT ON THE MINERAL STATISTICS OF THE ISLAND FOR THE
CALENDAR YEAR 1904.**

GEOLOGICAL SURVEY OFFICE,
ST. JOHN'S, N.F.,
MARCH 24th, 1905.

HON. J. AUGUSTUS, CLIFT, K.C.,
Minister of Agriculture and Mines,—
SIR,

In presenting this my seventh annual report on the mineral statistics of the island, it is gratifying to be in a position to record another substantial increase in the output for the last calendar year. As may be seen by the accompanying tables, the upward tendency pointed out in previous reports, has been fully maintained.

Though the usual delays occurred in getting in the returns, yet, with few exceptions, the persons engaged in the mining industry, have promptly supplied the necessary information, for which I take this opportunity of again thanking them. Owing, however, to the necessity of awaiting the close of the year for the complete returns and to the difficulties of navigation which usually occur after that period, especially northward, it is impossible to compile these reports at an earlier date. I trust, however, though somewhat late, they may not be found without interest, as exhibiting the condition and value of this important branch of the country's industrial pursuits.

It will be observed that although in a few instances there appears to be a falling off, both in the quantity and value of certain commodities, such as Barite, Slate, Granite, Building-stone, &c., this is greatly counter-balanced by the increase in other directions.

According to the figures now in my possession, the total value of the raw materials of last year's output amounted to the handsome sum of \$1,353,953.00, being an increase over that of 1903 of \$84,148.00. This most satisfactory result has more than fulfilled the prognostications with regard to the growth of this important industry, as set forth in my former reports, all of which have been amply borne out.

During the first four years of the new century, the mining development has gone on increasing steadily. Thus in 1900 the total value of the mineral production was only \$792,099; in 1901 it jumped to \$1,202,272; in 1902 it was \$1,217,686; in 1903, \$1,269,805, and 1904, \$1,353,953. Taking the increase from year to year which totals \$561,854, it gives annual increase of \$140,463.50.

The percentages, &c., of this increase stands as follows:

TABLE I.

TABLE SHOWING PERCENTAGE OF INCREASE PER CAPITA VALUE OF MINERAL PRODUCTS, AND PROPORTIONATE EARNING POWER OF THOSE EMPLOYED IN PRODUCTION, ETC.

Year.	Percentage of Increase.	Per Capita Value.	Proportionate Earning Power of Persons Employed.
		§ c.	§ c.
1901	51.78 p.c.	5.53	672.86?
1902	1.28 p.c.	5.56	676.49?
1903	4.28 p.c.	5.75	611.36
1904	6.62 p.c.	6.10	570.08

These latter figures in proportion to the number engaged in the mining production, I think, show as great an actual earning power as that of any mining country in existence to-day.

The abnormally high percentage of increase in 1901 over 1900 was owing to the fact that the latter year was one of depression in the mining industry of the country, caused by the closing down of the Pilley's Island Pyrites Mine, and the Coal Mine near Howley, but above all by the prolonged strike of the iron ore operatives at the Bell Island Mines.

During the past year some new features of importance have been imported into the industry. The amount and value of local sand, used chiefly in the construction of the new waterworks, and the first shipment of talc from the country are noteworthy. The latter promises to develop into a very important feature of the industry in the immediate future. But perhaps the most noteworthy fact connected with the mineral output for the year, is the production of 700 barrels of Petroleum, the result of a few months pumping test at Parsons' Pond Oil Field last summer. It is to be hoped that this encouraging result may eventually lead to the establishment of a refinery for treating the petroleum on the spot.

The first Gold Brick ever produced from Newfoundland ore, so far as I am aware, was obtained from a sample lot of 23 tons sent to Brookfield, N.S., by the Goldenville Mining Co., for treatment. Though the brick only contained about 11 ounces of gold, still the result of the test was very satisfactory, and affords some reason to hope that the gold production of the country may yet figure prominently in our annual statistics. The attempt at Gold Mining in Sop Arm, White Bay, two years ago has been abandoned, owing to the low average yield, and at present I do not know of any other property being exploited as a gold proposition.

There were engaged in the mining and quarrying last year, as near as can be ascertained, about 2,375 persons, being an increase over the preceding year of 308. Their several occupations, the number of accidents, and fatalities are specified as follows :

TABLE II.

	No. Employed.	Accidents.	Fatalities.
Iron Mining.....	1,131	8	1
Pyrite Mining.....	285	7	0
Copper Mining.....	569	13	2
Slate Quarrying.....	137	1	1
Talc ".....	100	0	0
Granite ".....	38	0	0
Brick Making.....	40	0	0
Barite Mining.....	28	0	0
Petroleum Drilling.....	12?	0	0
Gold Mining.....	10?	?	?
Miscellaneous.....	25?	?	?
	<u>2,375</u>	<u>29</u>	<u>4</u>

The percentage of accidents as per figures of Table II. was 1.22 p.c., while the fatalities were .16 p.c.

TABLE III.
Mineral Production of Newfoundland for the Calendar Year 1904.

Name of Product.	Quantity raised.	Manufactured or used in the country.	Value of Minerals Exported.	Total Value of Production.
Barite	2,000 ts*	.....	\$4,750	\$5,000
Brick	1,236,000 M.	1,236,000 M.	.....	11,432
Building Stone	3,100 ts.	3,100 ts.	.....	4,650
Cobble and Spawls.....	4,000 ts.	4,000 ts.	.....	2,000
Copper Ore.....	107,839 ts.	.....	395,723	466,739
Gold.....	11 ozs.	.....	.....	209
Granite	1,945 ts.	1,945 ts.	.....	11,550
Iron Ore.....	589,739 ts.	.....	585,739	589,739
Petroleum	700 bls.	300 bls.	.....	1,134
Pyrite	60,200 ts.	.....	210,700	210,700
Sand and Gravel.....	2,320 ts.	2,320 ts.	.....	5,800
Slate.....	2,700 ts.	.....	37,800	37,800
Talc.....	1,562 ts.	.....	7,000	7,000
Not Specified.....	.....	.....	200	200
Total .....	.....	.....	\$1,241,912	\$1,353,953

*In every case the long ton of 2,240 lbs. is used.

TABLE IV.
Showing Increase and Decrease in Comparison with Preceding Year.

PRODUCT.	QUANTITY.		VALUE.	
	Increase.	Decrease.	Increase.	Decrease.
Barite .....	.....	2,300	.....	\$3,600
Brick .....	.....	314,000 M.	.....	2,688
Building Stone.....	.....	900 ts.	\$650	.....
Cobble and Spawls .....	.....	800 ts.	.....	240
Copper Ore.....	20,049	.....	123,689	.....
Gold .....	.....	138 ozs.	.....	2,791
Granite .....	.....	3,455 ts.	.....	20,850
Iron Ore.....	944 ts.	.....	944	.....
Petroleum	700 bls.	.....	1,134 ?	.....
Pyrite	18,200	.....	700	.....
Sand and Gravel	2,320 ts.	.....	5,800	.....
Slate.....	.....	1,500 ts.	.....	25,200
Talc.....	1,750	.....	7,000	.....
Total .....	.....	.....	\$139,917	\$55,369

TABLE V.

Comparative Value of Mineral Production for 1903-1904, based upon the Metallic Contents and Ruling Market Prices, except in the case of non-Metallic Substances, the Values of which are the Average Selling Prices of the Crude or Manufactured Materials.

PRODUCT.	1903.		1904.	
	Quantity.	Value.	Quantity.	Value.
Barite	2,760 ts.†	\$19,320	2,000 ts.	\$13,300
Brick	1,550,000 M.	14,120	1,236,000 M.	11,432?
Building Stone.....	4,000 ts.	4,000	3,100 ts.	4,650
Cobble and Spawls.....	4,800 ts.	2,240	4,000	2,000
Copper (metallic).....	2,710 ts.	789,152	3,920½	1,091,534
Gold	6,840 oz*	441,471	6,242 oz*	124,623
Granite	5,400 ts.	32,400	1,945 ts.	11,550
Iron (pig).....	309,085 ts.	4,768,598	320,198 ts.	5,331,236
Lime.....	6,200 bus.	600	?	500?
Petroleum			700 bls.	1,134?
Pyrite (Sul. Acid)	171,790 ts.?	2,520,519?	201,682 ts.?	2,924,389?
Sand and Gravel.....			2,320 ts.	5,800
Slate	4,200 ts.	63,000	2,700 ts.	37,800
Silver	4,411 oz*	2,560	?	3,000?
Talc.....			1,562½ ts.	7,000
Not specified.....				200
Total		\$8,357,980		\$9,570,208

†Ton of 2240 lbs.

*Estimated.

NOTE.—The values given in Table V differ from those in Table III, which is explained by the fact that the latter is a statement of the value of the crude materials, while the former gives the value of the refined or manufactured metals.

The differences in quantities as e.g. gold, is explained by the fact that Table V includes not only the gold raised in the country, but also that extracted from ores such as copper, etc., when treated outside the country.

GENERAL REMARKS ON THE MINING INDUSTRY.

A few particulars with regard to individual mining enterprises and the condition of the industry generally during the past year, also a reference to those prospective mineral substances which appear to be available for the intelligent investment of capital, may not be out of place.

BARITE.

The deposit of this mineral at Collier's Cove, Trinity Bay, which has been worked the past three years, continues to turn out a good grade of material, but as the development progresses the quantity of ore raised seems to diminish somewhat. No doubt this is due to the slower extraction consequent upon the underground mining. Last year's output fell short of that of 1903 by 2,300 tons. Some 2,000 tons were raised altogether, all of which, with the exception of about 100 tons, were shipped to the Canadian and United States markets.

This material is in considerable demand for certain chemical and manufactur-

ing purposes, and some of the higher grades of German Barite run up to from \$14.50 to \$17.50 per ton in New York. Its more important uses at present are in the production of Barium Chloride and Oxide. It is still more largely used, especially in Europe, for the manufacture of a pigment known as Lithophone, which is a compound of Zinc-oxide or Sulphate, Barium Sulphide and some alkali metal.

The mineral is of pretty common occurrence in Newfoundland, though much of it is discolored by iron or other impurities. During the past autumn I was shown specimens of very pure snow-white barite from the West Coast, which to all appearances was of first-class quality. Were it carefully prospected for, there is good reason to believe that the country might in time become a large producer.

BUILDING STONE, COBBLE AND SPAWLS.

Under these headings there is a considerable industry carried on, but it is difficult to get at all the facts. It is purely of a local character, being confined to the city of St. John's or its immediate vicinity. I am not aware whether any demand exists for this class of material outside of the city.

Most of the Building Stone is derived from the Signal Hill and South Side ranges, chiefly from the bluish and reddish sandstones of the Avalon series.

The demand for nearly all this stone comes from the contractors and builders of the city, and it is used chiefly in the construction of foundation walls for houses, etc. A small portion only is purchased by the Municipality for retaining walls and such like purposes. Of late years concrete is taking the place of this stone to a considerable extent, and has sensibly diminished the demand. Within the past year also, one of our city architects, Mr. Barter, has commenced the manufacture of an artificial stone, "Litholite," which appears to possess many favorable qualities, and may in time take the place of both brick and stone for building purposes.

This latter industry has rapidly developed in the United States of late, and has now reached gigantic proportions. All kinds of stone can be closely imitated, and, moreover, cast in moulds of any desired pattern, thus doing away with the expense of cutting or carving by hand. The probabilities are that in course of a few years this artificial product will entirely replace ordinary stone for structural purposes. Cement being the chief ingredient of its manufacture, and that material now being produced in enormous quantity, both from natural rock and from admixtures of various clays, &c., and sold at such a very low figure, it becomes possible to produce the "Litholite" at much less cost than any stone can be quarried and dressed for market. Here, however, where the cement has to be imported, and freight and duty paid thereon, it has yet to be demonstrated whether this new class of building material is able to drive the admirable Signal Hill rock out of the market.

The Cobble Stone, or water worn boulders, of the Signal Hill rock is used chiefly in the paving of gutters, side drains, and for bordering of flower plots, etc. It is nearly all purchased by the City Council.

The Spawls are the chips or flakes left after dressing the sandstone, and are purchased by the Council for macadamising the city streets. When crushed to a suitable size this material is admirably adapted for road metal.

Considerable gravel, or rather a finer form of beach material, is used on flat-roofed houses throughout the city every year, but the quantity or value cannot easily be ascertained.

THE BRICK INDUSTRY.

The Newfoundland Brick & Tile Co. have abandoned their work at Elliott's Cove, Random Island, and transferred their plant to St. John's, where they have commenced the manufacture of a sand or cement Brick. The company has also changed its title to the Newfoundland Brick & Manufacturing Co. Their output for the year fell very much short of the preceding year, viz.: by 414,000, or \$3,468 worth.

The three other Brick-makers of Smith Sound, Trinity Bay, increased their outputs by about 100,000 so that the total falling off in value equalled \$2,788.

There is room for considerable expansion in the brick industry, as I understand the supply is not at all equal to the demand. Clays suitable for all kinds of brick and earthenware are abundant in many parts of the country, and almost any of the innumerable articles imported having clay as their basis could easily be manufactured at home.

The ceramic art, as it is termed, is perhaps the oldest in existence. It dates back to pre-historic times, and has been practiced by almost every race of people in all ages. To-day it is one of the foremost and most important of modern industries. It has been brought to an extraordinary state of perfection in recent times, and its utility is of paramount importance to civilization. Some idea of the value of the clay products may be gathered from the statistics of Great Britain and the United States. In the former country in 1902 it amounted to £1,758,884, and in the latter, in 1901, it reached \$87,747,727.

Our own annual importation of all earthenware products must be very considerable, and it would appear as if here there might be a favorable opening for the establishment of a very promising local industry.

CHROMITE.

Nothing further has been done in exploiting our chrome deposits. The Humber Consolidated Mining Co., who holds a lease for Chromite near Benoit Brook, had their hands so full with the York Harbor Copper Mine last year that they apparently had no time to devote to the former; at all events, the branch railway leading to this property, commenced the previous year, was not pushed forward.

It is somewhat strange that this valuable mineral, which is in considerable demand, especially for the manufacture of ferro-chromium and chromate of potash,

and the preparation of refractory brick for furnace lining, &c., should not attract the attention of mining capitalists interested in such products. There are several known deposits of value in the island, and some of them are within easy reach of good shipping points.

The Province of Quebec, Canada, is a large producer of chrome, and a ready market is obtained in the United States for the entire output. In the year 1903 there were mined 3,020 tons in that province, valued at \$45,300, a sum equal to nearly \$15.00 per ton of crude ore, which should be a strong inducement to capitalists, as there are few metallic ores now-a-days which exceed this value.

COPPER ORE.

The Union Mine at Tilt Cove is again to the fore with an output of 73,082 tons Cupriforous Pyrites, while Pilley's Island is credited with 165 tons. There were raised at the new Copper Mine at St. Julien's, N.E. Coast, 280 tons, 80 of which were a high grade Chalco-pyrite. None of this latter ore has been shipped to market, the development being only in its initial stage as yet. The property has been optioned to a New York Company, and some eight or ten men have been employed, sinking and driving during the past six months. It was visited and examined during the season by a German expert, who entertained a most favorable opinion of it.

The output of Cupriforous Pyrites from Terra Nova Mine, Baie Verte, reached 19,312 tons, all of which went to the United States markets. This ore being very low in Copper has been classed by the Customs authorities under the head of Pyrites, and coupled with the Pilley's Island ore, but as its Copper content is in reality not much below that of the Tilt Cove ore, I prefer to place it with the latter as a copper ore. All this class of ores which contain sufficient sulphur are used in the manufacture of Sulphuric Acid, as well as the ordinary Iron Pyrite, but their Copper content being of considerable value is carefully extracted and saved.

The Mine at York Harbor, Bay of Islands, operated by the Humber Consolidated Mining and Manufacturing Co., has more than come up to expectations. During the past year active development has been pushed forward by the energetic management. An immense body of ore, some 57 feet in thickness, has been uncovered in the lower levels, the full extent of which has not yet been determined. The ore averages about 7 per cent, cu., besides containing an appreciable amount of Gold and Silver. Judging from the present aspect of this mine, it promises to become the greatest Copper proposition yet developed in the country. Some 15,000 tons of ore were raised, of which 8,200 were shipped to the United States.

The total output of Copper Ore from all the mines gave a yield of 107,839 tons, an excess over last year of 20,049, and by far the largest amount of Copper Ore the country has ever produced in one year.

The price of metallic copper in the market ruled fairly high last season, aver-

aging about 12 cents per lb., and reaching 15 cents per lb., during the closing months of the year. The great demand for Copper consequent upon the rapidly increasing use of Electricity as a motive power, seems to afford a most promising prospect for the future of Copper Mining here and elsewhere. Though several substitutes have of late been put upon the market, it has yet to be demonstrated whether any of these can ever take the place of this most useful and valuable metal. Its well-known conductivity seems to have specially marked it out as the metallic substance best adapted to all purposes in connection with Electrical Engineering Science.

GOLD.

The only attempt at gold mining made during the past year was that at Goldenville, near Ming's Bight. Through the courtesy of Mr. R. J. Foote, Secretary of the Goldenville Mining Company, I have been furnished with the following particulars relative to their operations, and a copy of a test made at Brookfield, N.S., where some 23 tons of ore had been sent for treatment.

The lode rock carrying the gold consists of a matrix of mixed hematite, iron pyrites, and quartz, and averages about 8 feet wide. They are now sinking and drifting on this band, and have a large amount of ore exposed, ready for stoping.

During the summer, 23 tons of ore were sent to the Brookfield Mining Co. to be thoroughly tested. Mr. Foote himself accompanied the ore and watched the whole process carefully. It was carried out under the competent management of Mr. H. S. Badger, the company's assayer, with the following result:—

	ozs.	dwts.
1st—By amalgamation, Bullion recovered... 8 ... 4 ... (retorted gold).	8	4
2nd—Treatment of tailings by Cyanide process:—		
Assay value of sands.....	\$3.20	per ton.
" " slimes	11.00	"
The value of tailings sampled at end of plates.....	\$4.95	in gold and 21 cents in silver, or a total of \$5.16.
3rd—Cyanide Test:—		
Number of tons treated.....	217.85	
Average value, by separate sample and assay.....	\$4.43	
Recovered in Bullion.....	3 ozs., 9 dwts.	
Time of treatment	54 hours	
Consumption of Cyanide.....	3 lbs. per ton.	
Percentage of recovery.....	82 per cent	
4th—The total recovery equalled 11 ozs. in melted gold at \$19.00 per ounce, or \$200.00. Value recovered per ton equalled \$9.08.		

A test made on concentrates from this ore gave \$46.20 per ton in gold. The total cost of treatment was about \$2.40 per ton. If as much more be allowed for mining and shipping, there is still left the handsome margin of profit of \$4.28. This is a very favorable showing, and under careful management and treatment of the ore on the spot, should prove a profitable investment, provided, of course, the

ore continues to average anything like that of the above figures. It is to be regretted that the Sop Arm Gold Mine, which gave so much promise at first, should have dropped to so low a percentage, only about 3 dwts. per ton, that it did not pay to work; consequently, operations were suspended.

The rich Bornite deposit at Cinq Cerf which contained free gold in the form of considerable sized nuggets, was not operated during the year, though it would seem to offer a fair prospect for investment. I understand that it is contemplated giving this property another trial during the coming season.

I have been unable to ascertain anything with respect to the amount of Gold recovered from our Copper ores during the past year, but if they continue to average as much as usual, i.e., about 1.5 dwts. per ton, the figures should reach between 6,000 and 7,000 ozs., worth \$20.67 per oz. The latter figures are of course only approximate, and their correctness cannot be vouched for.

IRON ORE.

The iron ore industry continues to flourish, and there was a small increase in the output over that of the preceding year. Owing to the fact that the Nova Scotia Company's operations are now chiefly confined to underground workings, and the extraction of the ore is much more tedious and expensive than heretofore, that company's output fell off considerably, but the Dominion Company increased theirs by the large amount of 94,632 tons, which brought the total up to 589,739 tons. This gives an increase on the whole year's output of 944 tons, but as 4,000 tons still remain over unshipped, the actual amount marketed was 585,739 tons. It is of course only natural as the ore upon the surface becomes exhausted, and it has to be won from underground mining, that the result must show an annual decline from this time forth. It is found, however, that the ore body increases in thickness and quality as the underground work proceeds, and that much ore can be won from the submarine areas.

The demand for the Bell Island ore continues to hold good, a very large percentage of it going to Rotterdam, as usual. In Scotland also the ore is finding favor, and a market has been opened for it in the United States.

There seems some prospect of the deposits on the Western portion of Bell Island being opened up ere long. This property was visited during the autumn by an expert who inspected it, and is said to have entertained a favorable opinion of it. A further investigation is proposed next spring when a diamond boring drill is to be brought into requisition to fully test the ground.

The Nova Scotia Steel Company made an attempt to mine the ore at Workington, on the North Side of Conception Bay, during the summer, but failed to find it in sufficient quantity to warrant their continuing the work. It is much to be regretted that this mine has not proved a successful venture, as the ore is of a very superior quality. Mr. Chambers, of the Nova Scotia Steel Co., informs me that it

is an ideal character of Hematite, "just that class of iron ore that iron manufactures are looking for."

PEAT.

The various attempts to manufacture peat fuel on this side of the Atlantic, especially in Canada, have not met with that measure of success which was anticipated at first. Several different processes have been tried, each possessing certain merits of its own, but though the products have met with ready sale in districts where other fuel is scarce and dear, yet so far no peat fuel industry on a commercial basis has been established. Nevertheless, the belief is growing that ultimately the efforts of those experimenting in this direction will be crowned with success. This belief is strengthened by the fact that in several countries of Europe, notably in Great Britain, Norway, Denmark, Germany and Holland, its manufacture is now well established, and long beyond the experimental stage. In Holland especially it has been a complete success.

Some of the most up-to-date methods of these latter countries are being introduced into Canada, and last year the Dominion Government caused a special investigation to be made into the extent and probable value of their available peat resources. From the report of Mr. R. Chalmers, LL. D., who was told off for this especial work, I gather much valuable information: "Approximately there are 37,000 square miles of peat bogs within the several provinces of the Dominion. Many analyses of the peats have been made, which prove them to be of first-class material. It is fully believed that the time is approaching when those peat resources will become assets of great future value to the country."

The latest process for the manufacture of peat fuel, and the one which seems to most nearly realise the aim of those interested in the business, is by the use of the Electrical current as a drier and carbonizer. "The peat is first deprived of a great part of its contained moisture by being rapidly revolved in a rotary cylinder, aided by internal heat. Electrodes connected by conductors with a dynamo are then inserted into the cylinder in such a manner that the mass of centrifugally-dried peat becomes the medium through which the circuit is completed between the electrodes. The resistance offered by the peat generates heat sufficient to carbonize the material, producing a mass of black globules. This carbonized material then passes to a machine where it is moistened by some sort of chemical and kneaded into a putty-like mass when it is pressed into briquettes."

It is claimed for this process that the carbonizing of the peat by the electric current does not destroy any of the valuable elements of the peat, as is the case when coking is performed by ordinary fire heat in which a large proportion is lost, being either consumed or driven off in the form of gas. Fuel so prepared is said to have a thermal value of 9,000 units, and to be fully equal, ton for ton, for steam generating purposes, to Welsh coal.

It is also stated that it can be produced for \$1.21 per ton, whereas coal at the

pits' mouth costs \$2.02. These results are based upon the most favorable local conditions for operating with an electric current generated by steam, but where good water-power is available the cost would be materially reduced.

I need scarcely point out that here in Newfoundland we possess an unlimited supply of the very best quality of peat, while water-power is obtainable on almost every river in every section of the island.

PETROLEUM.

The operations at Parsons' Pond oil field during the past season, according to the report of the superintendent, Mr. Powell, were of a nature to afford much encouragement to those who have so persistently prosecuted the work of drilling for the past ten years.

One hole which had been partly drilled the year previous to a depth of 600 feet was continued down to 2,050 feet. Oil was struck at depths of 1,470 and 1,750 feet. This well yielded on an average two barrels of petroleum per day. In conjunction with three of the older ones, it was then put to pumping, and after a two months' test the following was the result:—

Tank well, yield per diem.....	1½ barrels.
1,200 foot well “	1½ “
Spottswood “ “	1 “
2,050 foot “ “	2 “

A new well on the north side of the lake, also commenced the year before, was continued down to a depth of 1,550 feet, when the best show of oil yet met with in the district was encountered. This well was pumped continuously for nearly five months and gave a steady yield of 4½ barrels daily. The oil produced was entirely different from any previously met with in the region. It was of a light amber color, and of great body. Mr. Powell does not think it will show a high percentage of lighting oils, but believes it to be exceptionally rich in the more valuable lubricating oils, paraffine, waxes, and other by-products. He states that he tried it as a lubricator on the engines and found it so satisfactory that he used nothing else afterwards. This oil is of a much higher class than the ordinary Pennsylvania illuminating oil, and is also much more valuable. Another well on the same side of the lake was drilled to a depth of 1,400 feet, but yielded very little.

The five wells pumped gave a total yield per diem of 10½ barrels, although as yet none of them have been torpedoed. It is thought that after undergoing this operation the yield would be greatly increased.

Altogether 700 barrels of petroleum were obtained from the five wells, of which 400 barrels are stored in tanks on the ground, the other 300 barrels having been consumed as fuel to run the drill with.

PYRITE.

The return from Pilley's Island did not reach me till a few days ago, owing to the snow blockade which has deranged the mail service to such an extent. The output of Pyrite for the past year was far in excess of any that preceded it, being 60,200 tons of ore valued at \$210,700. The Baie Verte returns also came to hand by the same mail, but for reasons already given I have included this under the head of Copper Ore.

I could not learn much about the pyrites mine at Rowsell's Harbor, Labrador, which is now in the hands of the Dupont Powder Company of Wilmington, Delaware. I understand that during the summer some sixty men were employed developing the property, and a considerable amount of work was performed. The deposit is reported to be a very large one, and the ore high in sulphur. It also contains a small percentage of Gold.

Several shafts were sunk and drifts made along the course of the lode, and some twenty or thirty tons of ore, as a test sample, were shipped to the United States. During the summer several shiploads of machinery, provisions and requisite implements, etc., were sent down. Owing to the scarcity of timber, portable houses for the miners were also taken to the locality and erected during the open season.

A small force of men under Captain Bartlett are wintering on the spot and pushing on the underground work. It is expected the coming season will witness the commencement of regular shipments of ore. In the course of a very few years this new source of pyrite is likely to add very materially to the mineral output.

RADIUM.

In connection with the mineral development of the island, it may be worth noting that within the past year some new sources of the remarkable element, Radium, have been discovered in Canada. Heretofore, it was supposed to be confined to certain ores of uranium, especially Pitch-blende, and under the supposition that this would prove the chief source of the rare element, the Austrian Government had prohibited the exportation of this ore from Bohemia and Hungary, where it occurs in some quantity. Under these circumstances the discovery of other radio-active substances, more especially on the Western continent, was hailed with much satisfaction in scientific circles.

To Mr. Obalski, inspector of mines for the Province of Quebec, Canada, is due the credit of bringing to light these new discoveries. A mineral which he identified as Cleveite, from a mica mine on the lower St. Lawrence, "Produced distinct radiographs upon sensitised photographic plates, of coins and other objects, after the rays emanating from the specimen had traversed opaque bodies of wood and metal. It was afterwards found that the mineral perceptibly discharged the electro-scope, clearly indicating the possession of pronounced radio-active properties." An analysis of this mineral gave 70.71 per cent. of uranium.

Mr. Obalski also discovered that the ashes derived from a species of carbonaceous material, called Anthraxolite, exhibited strong radio-activity. He read a paper describing and illustrating his discovery before the Toronto University, which created quite an unusual amount of interest, and drew forth a great deal of discussion from several eminent scientists present. In the course of this discussion Prof. McLennan, of the University of Toronto, instanced the fact that while experimenting in the laboratory on some petroleum products of Canada, he found that the emanations from a certain class of these products exhibited distinct radio-activity, and that the lower down in the geological series the petroleum was derived from it showed the strongest indications.

It is highly probable that some of those radium-containing substances may be found to exist either in this island or on our Labrador territory. Two of the substances named at least occur on the island, viz. :—Anthraxolite and Petroleum, the latter of which is derived from the lowest known series of rocks that have yet yielded petroleum in any appreciable quantity. Ores of uranium seem to favor granitic rocks, and may be expected to occur in the Archæan series so widely distributed on the Labrador Peninsula and the northern and central portions of our own Island.

In view of the very great value of this rare substance, ores containing it will be eagerly sought for and their discovery hailed with much pleasure by scientists. Mr. Obalski even suggests the advisability of the Dominion Government offering a bounty to encourage the search for such ores. The Swedish Government have already put this idea in practice by giving bonuses for specimens found. I have read that radium has been discovered in considerable quantity in that country, in an Alkaline metallic earth containing uranium.

SLATE.

The slate returns from the Wilton Grove quarry exhibit a considerable falling off, being but a little over half the output of 1903. This was chiefly owing to a disastrous fire which occurred in the early part of the season, by which much of the plant of the quarry was destroyed and the development work thereby greatly retarded.

Nothing was done with any of the other slate properties in Trinity Bay, so far as I can learn. At the Summerside slate quarry, Bay of Islands, quite a lot of work was accomplished in stripping and preparing the way for active operations. Mr. Owen, the manager, informs me that the deposit has now being fully proven to be of great extent and of first class quality, and that quite a lot of slate was manufactured, though as yet none has been shipped abroad. Another quarry was also opened on the south side of the Humber Arm, by an American company, at a place called Crow's Gulch, on the strike of the same belt. Some fifteen men are now employed outstripping this slate, and they expect to begin actual quarrying next spring. Mr. Owen, who is a practical man of long experience, speaks quite confidently of the prospects of these quarries, which he pronounces to contain slate of the very best quality,

TALC.

The deposit now being operated near Manuels, south side of Conception Bay, though not properly speaking a true talc, has been so named and classed in a commercial sense, and appears so under that heading in the customs exports. Properly speaking it is a silicate of alumina and potash, with little or no magnesia, and would appear to approach nearer in composition to a material known as agalmatolite, or figure stone of the Chinese, than anything else.

The company operating this property, and known as the North American Talc Co., were actively engaged all summer constructing an overhead tramway, from the mine to the Railway, and also a loading pier near Seal Cove, about ten miles further up the bay. A staff of men were employed most of the time quarrying the rock at Johnny's Pond, and sorting it for shipment. It was however late in the autumn before they were in a position to ship their first cargo, which amounted to 1,750 tons. This was sent to Portland, Maine, where the company has a large establishment for grinding the material and converting it into marketable condition.

The result of this first shipment is not so far as I am aware, made public yet, nor is it known whether the product will fulfill all that is claimed for it or otherwise. As a paper filler, it is said to be fully equal to the best Talc, while it is also said to possess valuable properties applicable to the manufacture of porcelain and china-ware, etc. Should the expectations of this company be realised, there is certainly room for a great enterprise in the exploiting of these Talc (?) deposits, which extend over a considerable area of country and must contain many millions of tons of the material.

MISCELLANEOUS.

It is unnecessary to enumerate here the various other metallic and non-metallic substances which are known to occur in the country. These have been fully dealt with in former reports, especially those of 1898-99 and 1900. Some at least of these materials deserve the attention of capitalists, and I may here say that I have frequent enquiries for information regarding them. This has been particularly the case in respect of ores of Zinc, Molybdenite, Pyrite, Asbestos, Fluorspar, etc.

Of the many beautiful Granites, Sandstones, Marbles, Serpentine, Slates and other building or ornamental materials which the country possesses in abundance, I feel that they only require to be known properly, to have the attention drawn towards them which their merits deserve. The surest way to obtain this end is by exhibiting good specimens on every available occasion where expositions of natural products take place, particularly in countries likely to become purchasers of the raw materials. It is to be regretted that we have not availed much of such opportunities in the past, though frequently solicited to do so. The Canadians are fully alive to the value of this mode of advertising their varied and valuable mineral resources. Not only are local exhibitions held in the several provinces, but almost

every year they take part in some great international affair of this kind, with marked results of a beneficial character.

In conclusion, it may not be amiss to draw attention to the need of a properly constituted system of Governmental inspection of our mines. The number of bread-winners now employed in this industry, with those depending upon them, must represent at least 10 to 12,000 individuals, which is fully 6 per cent. of the total population of the island. The frequency of accidents of a serious character, and the rather excessive proportion of fatalities of late, certainly calls for consideration. No doubt most of those occurrences are due entirely to the carelessness of the miners themselves, especially in handling dynamite. They seem to utterly ignore all rules and warnings, and it appears as if some means should be devised to compel conformity with ordinary precautionary measures.

I have the honor to be,

Sir,

Your obedient servant,

JAMES P. HOWLEY.

REPORT ON EXPLORATION AND BORING OPERATIONS IN THE CENTRAL CARBONIFEROUS BASIN NEAR GRAND LAKE, 1904.

GEOLOGICAL SURVEY OFFICE,

ST. JOHN'S, JANUARY 25TH, 1905.

HON. J. AUGUSTUS CLIFT, K.C.,
Minister of Agriculture and Mines.

SIR,—

I beg to hand you the following report upon the past season's operations in the central or Grand Lake coal basin.

Before entering upon the description of the work in question, it may be advisable to give a short general resume of the preceding operations in this particular district. This would seem to be the more necessary, as few persons have any idea of what has been accomplished, or of the difficulties that had to be met and overcome in carrying on the investigation from the outset. It will also tend to elucidate the whole subject more thoroughly, and, it is hoped, be the means of removing some misapprehensions which appear to exist.

Previous to the advent of the railway, the region surrounding the Grand Lake was by no means easy of access. To reach it from St. John's, or return therefrom, usually occupied a full month each way. To accomplish the journey with a whole season's outfit of camp equipage—provisions, tools, etc.—was a very arduous undertaking; yet it was under such conditions the earlier explorations were carried out.

The country surrounding the head of the lake, and for many miles to the North and East, is a low-lying flat or undulating plain, covered with marshy swamps, small ponds, and wooded ridges. A vast deposit of superficial debris, consisting of sand, gravel, and innumerable boulders, cover this plain in every direction. Many of the boulders are of enormous size and cannot be removed by any ordinary means. The thickness of this surface deposit varies considerably, frequently exceeding one hundred feet, and in some instances even one hundred and fifty feet, as was found to be the case near the shore of Grand Lake. Nowhere on the surface is there anything to afford the slightest indication as to the probable depth at which the underlying rock formation may be reached. To do so by sinking pits is therefore, to a great extent, a matter of conjecture, or otherwise of mere chance. Yet close observation extending over several years' study of every feature, and the knowledge obtained from previous attempts, often futile, has afforded data whereby some sort of a conclusion on this head can be reached, and this knowledge was availed of during the past season to a considerable extent.

The first authentic account of the existence of coal in this region was obtained by the late J. B. Jukes, M. A., F.G.S., F.C.P.S., an eminent geologist, who, in the year 1840, made a cursory examination of portions of the western side of the island. In company with an Indian guide he visited the Grand Lake, and upon a small brook flowing into near its S.E. corner, since named Coal Brook, he observed one small seam of coal about six inches in thickness. He conjectured from the character and the attitude of the rock formation there exposed that there should be other and more valuable deposits somewhere in the district.

From this date till the advent of the late Alex. Murray, C.M.G., F.G.S., no further attempt was made to explore the country. In 1865 Mr. Murray traversed that section between Hall's Bay and Bay St. George by way of Indian Brook, Sandy Lake and river, and the Grand Lake, all of which he surveyed and mapped out. He visited the place where Jukes had seen the coal, but in the interim it had been completely hidden by fallen debris and was not then visible. Numerous fragments of coal were however observed strewn along the shore, near the head of the Grand Lake. The next year he ascended the Main Humber River as far as the big fall, but though the Carboniferous series was ascertained to spread over a vast extent of the Humber Valley, it was only the lower and unproductive portion that was met with. The comparatively low angle of inclination at which the strata dipped toward the southward left little room for doubt that higher strata, bringing in possible true coal measures and available coal seams, must be looked for in that direction. A later investigation on the upper reaches of the Humber, carried out by myself in 1879, confirmed this conclusion. In the latter year the Government purchased a boring outfit, and employed a Scotch driller to put down some holes near the head of Grand Lake, where the loose coal had been seen.

Owing to the difficulty of getting heavy material on the ground in the then condition of the country, the season was far advanced before drilling operations

were actually commenced, and but one hole was put down that year, to a depth of 250 feet. Two small coal seams were passed through, the largest being but sixteen inches thick. During the following year (1880) two more holes were bored further up the Sandy Lake River, with no better results. It became quite evident that a mere fringe of the coal measures only had been struck.

Up to this date all the evidence obtained was rather of a negative character, yet it was not without value. The area in which workable seams might be expected to occur had now been narrowed down to that portion of the district lying between the Grand and Sandy Lakes. This, however, was the most difficult part of the entire region to explore, owing to the nature of the surface, the absence of any means to penetrate the thick woods, or move heavy machinery about. But what added most to the difficulty was the complete absence of any outcrops of the rock formation which would afford the slightest clue to the structure beneath.

The mystery remained unsolved, and not until 1891-2 was another attempt made to unravel it. In the latter years a more systematic plan was adopted, and a determined effort entered upon to prove something conclusive. The Geological staff, with a crew of eight or ten men, and an outfit of picks and shovels, again visited the Grand Lake. The lake itself and all the small brooks flowing into it on the south side were carefully re-surveyed, and most minute investigation carried out. Close up under the foot hills, lying to the south of the lake, some rock exposures were discovered. Upon stripping these, by removing the timber and then the surface soil down to the bed rock, good sections were exposed to view. They consisted of true coal measures doubled up in the form of a sharp, narrow synclinal trough, holding seams of coal of varying thickness. On Aldery Brook thirty outcrops, representing fifteen separate seams, were found. Three miles further east, on Coal Brook, another section showed eighteen outcrops, or nine distinct seams, while on Kelvin Brook, two miles still further east, six more outcrops were discovered. Ample evidence was obtained of the continuity of this coal trough between the above named points. Details of this work are to be found in the reports for 1891-2 under one cover.

Beyond Kelvin Brook the country assumes such a low flat character, and is so completely covered with superficial debris in all directions, that notwithstanding the most diligent search, no other outcrop of the coal measures could be anywhere met with. It became quite evident that the use of a boring machine would have to be again resorted to for the further testing of this promising coal basin.

The Government, at my suggestion, now reserved the area supposed to contain coal from lease or grant to private parties, and in the following year, 1893, purchased a Sullivan Diamond Drill for the purpose of testing the ground more thoroughly. The delays in shipping, and the difficulties in getting the machine on the ground were so great that it was the month of August before it reached its destination at the head of Grand Lake. Drilling was commenced near the Lake-shore

on Kelvin Brook, but such an incredible amount of drift material was encountered, and such a vast accumulation of boulders were lodged beneath the surface soil down to depths of over 130 feet, that after three separate attempts to penetrate to the bed-rock, the place had to be abandoned and the whole outfit moved a mile further South. Here the bed-rock was struck at a depth of 105 feet, and the bore hole carried down to 335 feet altogether. It became evident that the section passed through was too low down in the series to expect any coal seams of value. A few thin streaks of coaly matter and some black shales were met with, but nothing that could be called a true seam. The information obtained clearly indicated that the true coal measures lay still to the southward, and were here confined to a narrow strip lying close along by the range of hills which bounded the valley on that side.

It was a great mistake not to have continued the boring operations after that date, but various circumstances, including the unfortunate bank crash of the following year, caused a suspension of the work for the time being.

During the season of 1895, the railway construction having reached the vicinity of the Grand Lake, I was informed by Mr. R. G. Reid, sr., that in the gravel-cuts between Kitty's Brook and the crossing of the Sandy Lake River, numerous fragments of loose coal were come across, and at his earnest solicitation the Geological staff were again sent out to try and locate the seams from whence this coal was derived. It was well up in August before we arrived on the ground, and after a cursory examination of the surface, a point near Goose Brook was selected for trial. With the aid of pick and shovel work was commenced near the railway track, and after a short while a coal seam was discovered which, on being fully uncovered, gave the following section :--

	ft.	ins.
Fire-clay	4	0
Coal with clay streaks.....	0	10
Clay	0	1
Coal, fairly good.....	1	1
Clay	0	2
Coal, soft and shaly.....	1	5
Total.....	7	7
Coal	3	4

Indications of other seams in the same locality were not wanting, but the season was too far advanced to effect much more work with such inadequate means as were at our disposal.

This find was a great step in advance and afforded a clue to the true structure in this part of the region, which was invaluable. We now had hold of the coal basin again in a part of the country far removed from the hill range, and at a point $3\frac{1}{2}$ miles east of Kelvin Brook, or just eleven miles on the strike from the furthest western extreme of the trough. It proved beyond question that the conclusion which had been arrived at as to the prolongation of the coal trough into the flat

country was correct, and the likelihood of the trough widening out in its eastern extension was very probable. Had this clue been followed up at the time we would now be in possession of much more information of this central coal basin, but the prosecution of the investigation was again deferred.

Under the terms of the railway contract of 1898, the whole of this coal reserve was handed over to the Messrs. Reid who commenced mining operations on some of the seams at Aldery and Coal Brooks, also on the seam last discovered near Goose Brook. They continued to work them till 1900, taking out some 8,000 tons of coal which they used on their locomotives. They did not make any effort to further explore the coal field by means of the boring rod which was clearly the proper way to arrive at any definite conclusion as to its extent or dimensions.

By the 1901 contract this coal reserve again reverted to the Colony, and in 1903 the Messrs. Harmsworth, by an arrangement with the Government, undertook to explore it and apply the boring machine to test the ground. An expert from Philadelphia visited the place and inspected some of the seams operated by the Messrs. Reid, but no boring was instituted nor was any attempt made to further explore the region.

This is the history of the Grand Lake Carboniferous district down to the past season.

COAL EXPLORATION OF 1904.

The Government having appropriated \$10,000 during last session of the Legislature for the further prosecution of the work, a Davis Calyx drill was purchased from a company who had imported it a few years ago, and an expert drill-man from New York was employed to run it. As soon as this man arrived he was despatched to Bay Verte where the machine was stored, to procure it. Numerous delays occurred before it could be placed on the ground near Goose Brook. At Pilley's Island the steamer *Greyhound* was found unserviceable, and it was several days before she could be put in a condition to make the trip North. In the meantime, before she arrived back at Lewisport, a great forest fire had laid waste the entire district. At Notre Dame junction everything had been swept away, including the station, telegraph office, and portions of the railway track. In consequence of this disaster no communication could be had with the drill-man, Brady, nor was it till several days had elapsed that I learned of his whereabouts. I then started for Goose Brook where he had preceded me. Mr. W. Haddon who had been despatched in charge of the crew several days previously, had orders to select a suitable camping ground, cut wood for firing the boiler and make other necessary arrangements for the season's work. Another week elapsed before the railway connections were fully re-established, or the machine could be brought along. When at length it did reach us it was found to be in a very incomplete condition. The wooden frame and drill head were intact and in good order, but the engine proved to be a second-hand one and not belonging to the outfit at all. There was a box of tools,

some small fittings, and but 100 feet of drill rods, while the capacity of the machine was between 800 and 1,000 feet. The most essential parts of the outfit were entirely absent. There was no boiler to generate steam with, no pump, no stand or casing pipe, no forge, anvil, vise, besides a great dearth of connection pipes, valves, joints, cutting bits, &c. The engine lacked a governor for regulating the steam-pressure, and a lubricator for keeping it properly oiled.

All these essentials had to be procured before it was possible to enter upon boring operations. The Angel Engineering Co. furnished most of the smaller items, but the boiler, pump, drill rods, core barrels, cutters, &c., had to be ordered from New York.

Numerous delays in shipping and railway carriage brought us up to an advanced date in the season before everything was in readiness for boring. Long previous to this time the ground had been prepared, and a hole sunk to the bed-rock at a suitable point near the railway track, about a half mile east of Goose Brook.

Boring was commenced on August 13th. The strata first met with was extremely hard, being chiefly a coarse, gritty sandstone, through which our progress was very slow. After cutting through some 35 feet of this character, the rock became finer grained and was more easily bored. This again was succeeded by shale and clay with occasional thin sandstones. The shale was characterized by holding fossil plants, stigmata rootlets, and a few thin coaly streaks. Nodules of kidney iron-stone were of frequent occurrence in the more clayey strata, all of which clearly indicated the presence of coal seams at lower depths.

When a depth of 91 feet had been attained, the side of the hole began to cave in badly. About this time also our drill-man, who had been complaining for quite a while with some throat affection, became so ill that he was obliged to come on to St. John's for medical treatment. He was ordered to proceed at once to New York to consult a specialist, and we were thus left in a very awkward position. A few days previous to his leaving, Mr. Andrew Aylward, a practical mechanic, well versed in the handling of steam, and running of marine engines, &c., joined us. He had no previous experience, however, with boring machines of this character, yet there was nothing left to do but give him full charge of it.

It was now found that the hole was so badly caved in that all efforts to clear it proved unavailing. We were compelled to abandon it and commence all over anew. The heavy machinery had to be disconnected and moved several feet; new connections made and stand pipes re-adjusted. All this work caused considerable delay, but we were ready for boring again on the 23rd of September. From that date by feeling our way carefully along, we made very good progress, and were again down 90 feet when we were called home.

The section passed through in this hole was of course similar to the first, and did not afford any new data.

The boring machine is certainly a good one, and with a few improvements in the way of cutting tools, can do very effectual work. It was found that while the chilled steel shot was admirably adapted for cutting hard sandstone, or clean rock, it had very little effect upon soft shale or clay. The shot became embedded in the soft material and took no effect on the rock; on the other hand, the toothed-cutter, provided for this class of material, was not much more serviceable, as the teeth became clogged. It would appear from the above facts that the machine is open to considerable improvement in this respect.

The greatest drawback, however, to the successful prosecution of a work of this kind is the necessity of sending abroad for almost every item required in the course of operations, and the delay that is certain to occur in procuring them. Almost every day's drilling, or every change of strata, calls for some special tools or fittings which may not form part of the regular outfit, and unless such can be quickly procured, the work is apt to be hung up for the time being. During the season tools for such purposes had to be improvised from such materials as were at hand on several occasions.

Previous to the arrival of the boring machine, and all throughout the season, such of the crew as were not engaged about the drill were kept busily employed sinking pits, making a road for transporting the heavy material from place to place, cutting firewood for the boiler, &c. Nearly a mile of good road was constructed, and an enormous amount of trenching and sinking performed. Although baffled in most instances in the attempt to reach the rock formation, owing to the great depth of the superficial deposit, and the influx of water almost everywhere, nevertheless we were so far successful as to obtain a good general idea of the underlying structure.

The section exposed in these cuttings, together with that obtained by the boring, aggregated at least 1,000 feet in vertical thickness. Fully 800 feet of this strata cannot be otherwise classed than as a portion of the true coal measures. They consist of sandstones, coarse and fine, with alternate strata of shale and fire-clay, containing fossil plants, stigmaria rootlets, characteristic of this portion of the great Carboniferous series. Fragments of coal were come across in almost every cutting, and streaks of coal or coaly matter in most of the fire-clays. Two genuine coal seams, besides some smaller ones, were uncovered, but at such depths down, sometimes from 18 to 20 feet, that it was all but impossible to properly test them. One of these seams, which is about 60 feet lower down in the section than the old seam of 1895, upon which the Reids did some work, gave the following measurement:—

	ft.	ins.
Underclay	8	0
Clay, coal and shale mixed	2	8
Carb, shale and clay	1	4
Coal, fairly good but shelly.....	1	4
Top clay and shale.....	0	6
Total.....	13	10
Coal	2	6

Sixty-five feet in front of the old seam another occurs, in which there is one foot two inches of coal, underlaid by a thick bed of fire-clay. Thus we have here in a vertical thickness of only 130 feet of the measures three separate coal seams of fair size, though of rather poor quality. There is reason to suspect the existence of other seams lower down in the section, which could not be reached with pick and shovel.

The most important result of the season's operations is the clear and unmistakable evidence now obtained of the existence of a larger and more promising trough of the coal measures, or rather extension of the original trough, than was hitherto known. It is true that as yet we have only got hold of the southern side of it, and have no definite idea how wide it may be, or how far it extends. These are points still to be determined. At all events an unbroken section of fully 1,000 feet, all dipping in one direction, towards the north, is here displayed. There is no indication that the centre of the trough has been reached, and to all appearances there may be a thousand or more feet of still higher strata in the section, all of which must be repeated on the other side of the trough.

Another important point ascertained is the fact that this portion of the coal trough is far removed from the hill range; it occupies the flat country and therefore has room to expand both laterally and longitudinally over a very considerable area, nor is it so liable to be badly faulted. It may be added that the work of the past season bears out exactly what has been stated in former reports as to the widening out of the trough in this direction, &c.

I shall not be surprised if on fuller examination this coal basin will be found to attain a thickness of measures not far short of the Sydney coal trough which comprises between 1,800 and 1,900 feet. Owing to the higher angle of inclination it will not here of course occupy so extensive a superficial area, nor does it follow that it should contain the same number or character of coal seams.

The season throughout was an exceptionally fine one, and most favorable for the prosecution of the work. The months of July, August and September were excessively hot and dry, the heat at times being almost tropical in its intensity. During all my long experience in the interior I do not remember such a period of prolonged heat.

During the progress of the work a substantial shack was erected in which, when leaving, all the machinery, tools, &c., except the boiler, were stored. The boiler was housed in where it stood, and everything carefully protected from the weather.

In view of the importance of the possession of available coal in the island, and the effect it must inevitably produce on the future of the mining development generally, I would again strongly urge the advisability not only of reserving this coal area, but of the Government acquiring, if possible, all the areas or prospective areas in which coal is likely to occur elsewhere in the country.

I would respectfully suggest that in future no fee simple grants of the coal be issued to any person, so as to avoid the locking up of this valuable asset indefinitely. These areas should only be leased on an annual royalty to capitalists who would undertake to operate them, and who would enter upon their development with as little delay as possible, the lease to cease so soon as the lessees failed to fulfill their obligations. I do not think it would be advisable to lease all the areas to one company, as it might be to its advantage to operate but one mine and pay all the royalties thereon. Unless something of this kind is carried into effect ere it be too late, the mining industry may be seriously if not irreparably injured.

These remarks are founded upon the history of Nova Scotia and Cape Breton, whose valuable coal areas were for a lengthened period held by absentees in England, under old leases from the Crown, to the great detriment of those provinces. In the end the Provincial Governments were compelled to repossess them at an enormous cost. With such an example before us we should try to avoid falling into a similar error.

Trusting these remarks will be received in the light in which they are intended, viz., in the best interests of the country,

I have the honor to be,

Sir,

Your obedient servant,

JAMES P. HOWLEY.

**ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES,
NEWFOUNDLAND, FOR THE YEAR 1904.**

DEPARTMENT OF MARINE AND FISHERIES,
Office : Customs' Building, St. John's, Nfld.

Minister of Marine and Fisheries	Hon. Eli Dawe.
Superintendent of Fisheries	E. C. Watson.
Secretary Fisheries' Board.....	D. W. Prowse.
Accountant.....	H. C. Morris.
Stenographer and Typewriter	T. S. Devine.
Messenger	W. Shaw.
Inspector of Lighthouses	R. White
Lighthouse Mechanician	T. Cornick.
Inspector of Boilers	A. McLachlan
Ships' Husband S.S. <i>Fiona</i>	E. English.
Examiner Masters and Mates	E. English.
Harbour Master	E. English.
Surveyor of Shipping	G. Wheatley.
Inspector of Whale Factories	C. Way.

FISHERIES' BOARD.

Hon. Eli Dawe, Minister of Marine and Fisheries, Chairman.	W. C. Job, Esq.
Hon. Sir. Robert Thorburn.	A. McDougall, Esq.
Hon. John. Harvey.	Thos. Bonia, Esq., M.H.A.
	John Lewis, Esq., M.H.A.

DEPARTMENT OF MARINE AND FISHERIES,
St. John's, Newfoundland, 1904.

*To His Excellency SIR WILLIAM MACGREGOR, M.D.,
K.C.M.G., etc., Governor and Commander-in-
Chief in and over the Island of Newfoundland
and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

Under Section 4 of the "Marine and Fisheries Act of 1898," I have the honour to submit herewith, for the information of your Excellency and the Legislature of Newfoundland, the Seventh Annual Report of the Department of Marine and Fisheries.

I have the honour to be,

Your Excellency's obedient servant,

ELI DAWE,

Minister of Marine and Fisheries.

FISHERIES' REPORT, 1904.**THE CODFISHERY.**

RECOGNIZING the fact that the codfisheries of Newfoundland have been for centuries the mainstay of the Island, and that they will continue to be of equal importance to future generations, priority is given to this, the greatest of our staple industries in the present annual Report of this Department, the special duty of which is to elicit and tabulate reliable information on all that concerns the growth and progress of the various branches of the fisheries, which may be comprised under three heads: first, the shore fishery; second, that of the Labrador, and thirdly, the Bank Fishery.

The shore fishery of 1904 taken as a whole, has been much below an average, although in Notre Dame Bay and adjoining districts, the catch was fairly successful throughout most of the season, but the same cannot be said of any other locality in the Island.

The early Spring shore codfishery opened with bright prospects generally, fish of large size being found in abundance on most of the fishing grounds, and fair catches were made on a limited supply of herring bait, supplemented by the use of jiggers, and on the arrival of caplin the fishermen anticipated a prosperous voyage, but contrary to all expectations, and as an exception to the general rule, the caplin never came to land, except in a few localities, and then only in small quantities, and as a natural consequence the fish deserted the shore, finding the caplin some distance off in the act of spawning in deep water, where it became surfeited, and was thus inaccessible either to the hook and line fishermen, or those provided with traps, as the latter are only successful when the fish is on the move, and the former when it is not gluttoned, to use a popular expression.

The prime part of the season as regards the shore fishery thus went past without any appreciable improvement in the catch, either on squid or herring bait, and the fall catch generally may be put down as the smallest on record. Codtraps, now so largely used in this fishery in many localities, were a complete failure, and the general average catch by this method of fishing has been the worst ever experienced since their introduction.

The Labrador fishery, next in importance to that of the shore, made in the aggregate a better showing. From Blanc Sablon, in the Straits, to the Moravian settlements, a coast line of from four to five hundred miles, the fishery throughout the season was fairly successful, whilst the "floaters," the local designation of the migratory schooners, taken as a whole, also did fairly well, although as will always happen, quite a few from one cause or another were unsuccessful. In the Straits of Belle Isle the fishery did not open well, but contrary to expectation improved materially as the season advanced, a somewhat unusual and exceptional occurrence, as in that locality the best results are usually obtained in the early part of the season.

On the Southern part of Labrador, from Battle Harbour to Grady, fishermen met with a fair measure of success.

For planters and fishermen engaged in this branch of our staple industry, if the catch was not in all instances up to expectations, amends were made by good prices, \$3.70 per quintal being obtained for shipments direct from the coast, and nearly \$1.00 per quintal over that being the average price of what was brought home in salt bulk and cured in the various outports.

The Bank fishery, as prosecuted by locally owned vessels, has fallen considerably short of that of last season, owing in no small degree to the want of bait throughout most of the season, whereby much valuable time was lost. In this connection, as it is manifest that the bait supply is the key of the situation for a successful prosecution of all branches of the fishery, it is well worth the consideration of the Legislature whether measures should not be taken to prevent a recurrence of a similar state of affairs, by providing for an adequate supply of bait to vessels owned in the Colony, before supplying these sailing under another flag.

The spirit and letter of "The Bait Act" points most decidedly in this direction, and the importance of this valuable enactment is becoming daily more apparent.

Before taking leave of this subject, embracing as it does the oldest and most valuable of all our staple industries, a few general remarks may not be out of place.

As regards the cure of the current seasons catch of codfish, that of the shore product was of a fairly good standard, with the exception of a portion of the early catch which developed more than the usual proportion of West India, caused by an abnormal continuance of warm weather, whereby many of the fish that would otherwise have been of merchantable quality, became sun cracked and split down the centre in course of repeated handling.

It has been stated that some cargoes exported direct from Labrador were subject to considerable reclamations on arrival at market for alleged defective cure. This complaint, if well founded, may have been owing to the prevalence of unfavourable weather for curing, which prevailed more or less for most of the season on most parts of the coast. Nevertheless, it is understood that exporters have had reason, on the whole, to be satisfied with the results of their shipments to foreign markets by steamers and sailing vessels. The foreign markets generally, with the exception of Brazil in the early part of the season, have responded well to the exceptionally high figures required by exporters to compensate them for the handsome prices ruling in the local market, which have so materially helped to improve the condition of our local "toilers of the sea" consequent on the shortness of the catch.

The presence of Nova Scotian buyers in our market, owing to their own short catch, with the competition of our local merchants, led to an almost entire absence

of cull, a circumstance which is to be regretted as being a direct incentive to lowering the standard of our staple article, coming as it does into competition with that of our rivals of other fish producing countries. Newfoundland has nothing to fear in this respect, if all concerned used their best endeavours to turn out a first-class article, as it is universally conceded that our grand staple has no rival if properly handled in its various stages of preparation.

The responsibility for defective cure rests in the first place with the fisherman, and possibly in a greater degree with the merchant, who certainly has the power of refusing to purchase an inferior article, or only at such reduction in price as would ultimately compel a wholesome reform by those who systematically evade the conditions necessary to a satisfactory cure.

So long as the producer of inferior fish is the best paid, as has of late but too frequently been the case, will the standard of excellence decrease, to say nothing of the impolicy or injustice of such a course of action.

The only reliable source of statistical information available to the Board is that supplied by the Customs Department, the fiscal year of which terminates with the month of June in each year, so that the complete returns of imports and exports can only be ascertained for the year ending with June 1904. It is therefore impossible at the present time accurately to ascertain the shortage in the catch of codfish for the current year, but competent authorities place the combined shortage of the Shore, Bank and Labrador fisheries in the neighbourhood of 150,000 qtls. as compared with that of an average year.

The annexed extract from the Halifax *Maritime Merchant* newspaper of recent date gives the following interesting figures: "The catch of dry fish in North Atlantic waters has been variously estimated at from 350,000 to 450,000 quintals short of an average year, made up about as follows:—

	Qtls.
Newfoundland Shore and Bank Fisheries.. .. .	150,000
Nova Scotia Bank Fishery	75,000
Gaspe Fishery.....	35,000
French Bank Fishery	150,000
A total of.....	<u>410,000</u>

"The latter fishery is in reality said to be about 250,000 quintals less than 1901-1902 catches."

There can be little doubt that the marked shortage in the French and Nova Scotian Bank fisheries is attributable to the same cause which injuriously affected the operations of our local banking fleet, viz., the want of an adequate bait supply.

The decided decline of the French bank Fisheries of the past two seasons has had a salutary effect on the price of Labrador fish in all the European markets,

where the product of the French fisheries known as "Lave" comes into direct competition with our Labrador catch ; the British fishermen being handicapped by the bonus of approximately \$2.00 per quintal allowed by the French Government on all fish of French origin exported to those markets, which are the principal consumers of this class of fish.

Our total export of codfish by Customs returns for the past five years was as follows, showing an average annual export of 1,322,466 quintals :—

Season 1899-0.....	1,300,622
“ 1900-1.....	1,233,107
“ 1901-2.....	1,288,955
“ 1902-3.....	1,429,274
“ 1903-4.....	1,360,373

As already stated, the catch for 1904-5 cannot be definitely ascertained until the Customs returns are completed in June next, by which time nearly all the fish of the past year will have been exported.

The winter fishery on the West Coast, now in progress, has been much retarded by inclement weather, and present indications point to a small catch in that locality.

Remembering that the diet of our population is largely composed of fresh and salted fish ; that also a large amount of bait fishes are, under certain regulations, sold to the United States and Canadian vessels, besides those used by our own fishermen ; it is considered by some authorities that at least one million and a quarter dollars, expended in this way, should be annually added to the tabulated value of our fishery products.

The Fisheries Board desire to place on record the following :—

“ The conditions that have obtained during the past fishing season mark more forcibly than ever the fact that Newfoundland, so long as she controls the supply of bait fishes, has at her command an immensely powerful lever which can at any time be used, if necessary, against her rivals in North American waters to limit their catch. Such preponderance does this control, in fact give her, that if she should choose to use her power, there seems every probability that she could very quickly drive all the other banking fleets practically off the ocean, and dictate at her will the price that they shall pay for salted codfish.

“ The bait fishes constitute the most valuable asset that this Colony possesses, and it is not without concern that this Board recognizes the fact that both in 1904 and in 1903 the supply of bait was unusually deficient, and that our own banking fleet were greatly handicapped thereby.

“ It may be said that in none of the regular baiting grounds did either squid or caplin put in their appearance in the usual quantity or at the usual time ; herring also have been very scarce.

“ As to whether this decline in the quantity of bait fishes coming to our shores is due to temporary changes in the movements of the ocean currents or to changes in the temperature of the water or to other causes, there are unfortunately no data available at present upon which an intelligent opinion can be formed. The Board is now endeavouring to obtain the views of some fishermen at the centres of the bait traffic on these points.

“ Temporary shortages in the bait supply, lasting for a year or two at a time, however, have occurred at different periods in the Colony's history, and there seems therefore no reason to suppose that the position of our inland waters with regard to the bait fisheries is other than temporarily affected. The collection of information as to the best means of preserving and distributing bait among our fishermen is of the greatest importance.

“ Attention is called to Inspector O'Reilly's report attached hereto, showing the large increase in the attempts to defy the bait act, both on the part of our own people and on that of captains of French vessels, and the Board readily endorses his recommendation that a special station be located near Lamaline with a steam launch attached, to watch more closely the interests of this Colony during the fishing season ; and also that Custom House Officers be given a Commission upon fees for Foreign fishing and bait Licenses issued by them.”

COD OIL.

The yield of cod oil (common) was good, and local value, about \$80.00 per tun, fairly satisfactory.

COD-LIVER OIL.

The high price obtained for refined oil last season was an inducement to many planters to extend their business in this direction. The foreign markets at present appear to be well stocked, either through consumption being checked or by an increased production in Norway. The prices obtained were normal. Our local manufacturers are producing a high and satisfactory grade of refined oil, strongly commended for its medicinal qualities. The livers are cleanly handled, the oil is attractive in appearance, and the packages are made and shipped in the latest improved method.

COLD STORAGE FOR BAIT.

The liberal action by the Legislature in providing bounties to encourage the building and maintenance of cold storage plants, has resulted, to date, in the construction of several buildings in the outports, viz :—

LOCATION.	OWNER.	COST.
Bay Bulls.....	H. Weeks & Co.....	\$1,500.00
Petty Harbour.....	Cold Storage Co.....	2,000.00
Torbay.....	Simeon Roach.....	600.00
Port-de-Grave.....	G. W. Butler.....	300.00
Fogo.....	J. W. Hodge.....	2,000.00
Channel.....	Bishop & Monroe.....	2,000.00

It is confidently hoped that this enterprise, by stocking the refrigerators with bait when plentiful, will ensure a constant supply throughout the season to the fishermen in the vicinity. If the coming season proves the success of those operated, it will, without doubt, stimulate the establishment of many others in places where the difficulty of procuring bait at times during the fishing season has heretofore been felt.

NOTES ON THE FRENCH BANK AND SHORE FISHERIES, &c.

Although not coming within the scope of the records of this Department, the success or otherwise of the French Bank fishery as has already been briefly referred to in the immediately preceding section of this report, exercises a material influence in determining the value of the product of our own fisheries, particularly that of Labrador which has for the past two years realized a higher range of prices in the markets of Spain, Italy and Greece, than has been known for many past years, consequent upon the marked decline of the French Bank fishery, which the annexed table of exports taken from the French official records will serve to illustrate :

EXPORTS OF CODFISH FROM ST. PIERRE AND MIQUELON.

1895.....	593,008 cwts.
1896.....	734,124 "
1897.....	678,292 "
1898.....	538,139 "
1899.....	628,011 "
1900.....	682,779 "
1901.....	562,230 "
1902.....	594,935 "
1903.....	419,748 "
1904 (to October 30)	259,654 "

The shortage observable in those returns has doubtless been mainly caused by the inability of procuring adequate supplies of fresh bait, which similarly affected, although in a less degree, the operations of the American, Nova Scotian, and our own bankers, favoured although the latter were by the facilities afforded them under our "Bait Act," which plainly indicates that the bait supply is the key to a successful prosecution of the fisheries.

The recently concluded "Anglo-French Treaty," which will become operative, as far as Newfoundland is concerned, during the currency of the present season, marks a new era in the history of the Colony, removing it is to be hoped for ever from its territory the baneful effects of obsolete treaties more than a hundred years in existence, the repeal or modification of which has hitherto baffled the efforts of both British and French diplomatists.

The cordial relations now happily existing between the Governments of Great Britain and France, which enabled the high contracting parties to accomplish so desirable a task, is a matter of sincere congratulation to all engaged in its consum-

mation, in which it is universally conceded our own gracious Sovereign King Edward played a prominent and successful part, the significance of which, assuming as it does an event of international importance, cannot fail to be felt beyond the confines of Newfoundland.

NEWFOUNDLAND BANK FISHERY, 1903.

Vessels employed.....	100	Men employed	1,386
Tonnage of Vessels.....	5,529	Codfish caught, qtls.....	89,331
Average catch per schooner..	893 qtls	Average catch per man..	64½

NEWFOUNDLAND FISHING STOCK (CENSUS 1901.)

Boats 4 to 30 qtls.	24,342	Nets and Seines.....	34,915
Boats 30 qtls. upwards.....	1,350	Cod Traps ..	4,055
Sailing Vessels from 20 to 60 tons	1,424	Sailing Vessels from 60 tons upwards	204

LABRADOR.

Boats of all sizes.....	765	Nets and Seines.....	1,649
Sailing Vessels 20 to 60 tons...	9	Cod Traps	126

THE SEAL FISHERY.

The Newfoundland hair seal fishery is the largest of its kind in the world, and in point of seniority comes next to the cod fisheries. For many years its importance was only second to that of the codfishery, but since the introduction of steam, and the total disappearance of sailing vessels, with the exception of a few small schooners employed in what is termed "the Gulf Fishery" its value to the commonwealth has seriously declined.

Under the old regime one half of the seals went to the crews of the sailing vessels with, as a matter of course, a wider distribution of the fruits of the voyage.

Newfoundlanders have no equals in this hazardous business, which has for them a peculiar attraction, notwithstanding the many tragic occurrences that have from time to time taken place.

It is a matter for thankful recognition that no casualties have to be recorded in connection with last Spring's sealfishery, which may be considered one of fair success as can be seen from the annexed record of the last five years operations.

It is a noteworthy fact that this industry has been preserved from the total extinction with which it was threatened when second trips of steamers were permitted, whereby many thousands of breeding seals were destroyed, a large proportion escaping fatally wounded.

This is surely an object lesson in successful legislation, for the benefit of the commonwealth, irrespective of private interests.

Arrangements have been made by mutual consent of the owners of steamers employed in the seal fishery, to delay sailing of the fleet this season until the 13th of March, instead of the 10th, as in former years, and no seals will be taken until the 15th of March. This is generally recognized as a step in the right direction, tending to prevent the chances of the taking of immature seals.

It is well known that the presence of vessels among the seals, comprising a comparatively small area, prevents the young seals from maturing so rapidly as they would do undisturbed by the presence of vessels and crews, even if killing has not commenced, as the mother seals under such circumstances are prevented in a great measure from regularly suckling their young, which is the prime factor in the phenomenally rapid growth of the young seals.

Two of the finest vessels of the Newfoundland sealing fleet were absent from the past Spring's operations. The *Neptune*, chartered by the Canadian Government for exploration, was wintered in Hudson's Bay, and the *Terra Nova* formed one of the relieving ships in quest of the "Discovery" in the Antarctic. The former of these fine steamers has returned to this Colony and will form part of the 1905 fleet.

SPRING.	NO. OF SEALS.	VALUE.
1900	363,243	\$595,935.00
1901	355,380	707,525.00
1902	284,534	800,314.00
1903	317,700	767,557.00
1904	284,473	403,794.00
	<u>1,606,390</u>	<u>\$3,275,125.00</u>

Newfoundland Steam Fleet—Sealfishery 1904.

Arrived 1904.	Steamer.	Master.	Tonnage		No. Seals.	Gross Weight.				Nett Weight				Nett Value.	No. of Men.	Men's Share.	Suppliers.
			Gross	Nett.		Tons.	Cwts.	Qrs.	Lbs.	Tons.	Cwts.	Qrs.	Lbs.				
March	26 Aurora	Abram Kean	580	386	34849	600	2	0	5	575	17	3	25	\$45811 65	187	\$81 22	Bowring Bros., Ltd.
"	28 Walrus	Samuel R. Winsor	406	276	16720	297	19	1	2	286	5	3	3	22729 98	120	62 61	G. Browning & Son.
"	30 Greenland	Isaac Mercer	448	259	20482	396	19	0	13	382	17	0	6	30449 24	144	70 00	Baine, Johnston & Co
April	1 Grand Lake	Henry Dawe	896	463	30171	561	1	3	4	540	4	1	15	42910 96	203	70 11	A. J. Harvey & Co.
"	2 Virginia Lake	Wm. Winsor, jr	760	440	26379	491	7	3	12	473	1	3	23	37545 93	203	61 35	Reid-Nfld. Co.
"	10 Panther	Nathan Kean	363	247	8913	169	7	3	8	162	6	1	20	12771 10	117	36 07	A. J. Harvey & Co.
"	13 Vanguard	Wm. Winsor, sr	590	323	20640	379	4	0	10	361	11	0	15	28431 21	180	52 36	Baine, Johnston & Co
"	15 Leopard	Peter Blackwood	320	217	3257	64	0	3	14	60	12	2	19	4581 77	103	14 68	Baird, Gordon & Co.
"	15 Bloodhound	Geo. Barbour			12874	247	19	3	15	237	16	3	1	18721 83	178	34 86	Baine, Johnston & Co
"	15 Ranger	Job Knee	520	354	10685	201	6	3	27	193	15	0	24	15401 37	167	30 55	Bowring Bros., Ltd.
"	21 Newfoundland	Samuel Blandford	919	568	12782	236	2	1	7	226	13	0	14	17912 42	203	29 26	A. J. Harvey & Co.
"	22 Southern Cross	Darius Blandford	522	277	6594	117	1	1	23	111	9	1	8	8649 05	173	16 52	Baine, Johnston & Co
"	22 Algerine	Daniel Greene	500	233	8295	146	10	2	14	139	12	1	13	10752 90	160	22 26	Bowring Bros., Ltd.
"	22 Iceland	James Barbour	423	287	10756	206	13	0	9	198	5	2	23	15589 86	138	37 38	Baine, Johnston & Co
"	23 Erik	Job Kean	533	412	17308	307	5	0	18	293	19	1	26	23063 40	172	44 44	Job Bros. & Co.
"	24 Viking	Wm. Bartlett			4394	84	3	2	5	80	17	0	27	6448 30	189	11 31	Bowring Bros., Ltd.
"	27 Kite	James Ryan	280	190	733	14	6	1	1	13	12	3	10	1069 23	89	3 96	Bowring Bros., Ltd.
May	1 Labrador	Geo. Hann	436	259	7258	131	5	3	9	124	8	2	6	9414 78	140	22 26	Baird, Gordon & Co.
"	2 Eagle	Arthur Jackman	638	394	6278	191	19	3	16	177	1	2	2	11936 88	203	19 50	Bowring Bros., Ltd.
"	2 Diana	A. Barbour	473	275	19837	482	10	2	10	450	3	1	20	32169 02	152	70 54	Job Bros. & Co.
"	2 Nimrod	R. Bartlett	334	227	5268	99	15	3	24	95	13	3	3	7433 50	107	22 94	Job Bros. & Co.
					284473	5427	4	1	22	5186	6	2	23	\$403794 38			

The Vanguard was awarded value of 2,000 seals belonging to Iceland—2,906.00. Iceland's men paid off with \$30.14. Price of young seals \$4.00 per cwt.

THE WHALE FISHERY.

There has been a very large increase in this enterprise during the past year. From the pioneer commencement of the industry in 1898 with two factories, and an expenditure of about \$100,000, there are now fourteen factories in active operation representing a capital of somewhere about three quarters of a million dollars. Five more in course of completion will be in working order early in the ensuing spring.

Altogether there have been to date 49 applications for licenses, 19 of which have been granted and paid for, leaving little or no room for the issue of further licenses.

This fishery is now entirely prosecuted by steamers all of which have been built in Norway, and are largely manned by experienced natives of that country, who are adepts in the use of the "harpoon gun" charged with the deadly modern explosive projectile, from which a fish rarely escapes. But the very large number of men employed in the manufacture of the whales are without exception British subjects.

The catch for the past two years has been as follows:—

	1903	1904
Sulphur Bottoms.....	225	264
Finbacks.....	345	690
Humpbacks	287	281
Unknown	1	
	858	
Sie Whales		39
Sperm Whales.....		1
		1275

This industry which until recently promised to give excellent returns, has undoubtedly suffered very seriously from the abnormal drop in the price of oil. With No. 1 whale oil quoted at £13 10 0 in Glasgow the prospects for the industry are not very good.

The Fishery Board draws attention to the following matter, without committing itself to any definite recommendation regarding it:

"There is a strong feeling among those carrying on the business that the present annual tax is excessive, the sum of \$1,500.00 per annum per station being in fact more than the industry can stand under present conditions. It has been suggested that a small charge upon each whale brought in would be a more equitable form of tax than that now imposed.

"It must of course be expected that in the course of years the number of

whales frequenting our near shore waters will decline ; but it is the opinion of many of those most closely connected with the industry that the decline will be very gradual, and that it will be effected through the continued hunting of the animal causing them to keep further off shore where they are not so easily captured, rather than through any immediate serious depletion in the ocean schools which frequent the North Atlantic. So long as the number of stations and steamers licensed to prosecute the fishery is strictly limited, very little danger of an extermination of these mammals is apprehended, so far at least as the Newfoundland fishery is concerned. It must be remembered, however, that this industry is now being eagerly taken up in many countries.

“There seems to be no reason to suppose that the number of whales frequenting our waters has as yet been substantially reduced even in these localities where whaling has been vigorously prosecuted for the past five years.

“Scientific investigations carried on in various countries show that the food of the whale consists almost exclusively of small crustacea. These are found in enormous quantities in the stomach of the whale, and they form the principal, if not the only food of the whale. Little else practically is ever found in the whales caught in our waters.

“Present knowledge seems to indicate that the same causes operate both upon the bait fishes and the whales, and that these causes determinate within certain limits the migration of both species towards the land.

“In view of the importance of the interests involved it may be desirable to have a careful investigation into the whole question, so as to be prepared when the proper time comes to intelligently take such action as circumstances require.”

The whaling industry is already rising, or perhaps has risen, to second place in importance in our fisheries. Both the capital involved, and the value of the product, as well as the amount paid out for labour are now possibly in excess of those connected with the seal fishery.

Under the wise regulations for the prevention of waste and pollution carried out under Government inspection, the entire constituents of the whale are now utilized, and our whaling plants are more sanitary and modern than those of any other country.

The Government derives a considerable revenue for licenses issued to those engaged in this industry, as will be seen by the list following :

WHALING LICENSES ISSUED.

1. The Cabot Steam Whaling Co.....Balena, Hermitage Bay.
2. The Cabot Steam Whaling Co.....Snook's Arm, Notre Dame Bay.
3. Nfld. Steam Whaling Co..... Chaleur Bay, Burgeo & LaPoile.
4. Nfld. Steam Whaling Co..... Rose au Rue, Placentia Bay.

5. Anders Ellefsen Aquaforte, Ferryland.
6. Cape Broyle Wh'g & Tr'g Co..... Cape Broyle, Ferryland.
7. Atlantic Manufacturing Co.Trinity, Trinity Bay.
8. St. Lawrence Whaling CoLittle St. Lawrence, Burin.
9. The Colonial Manufacturing Co.Safe Harbour, Bonavista Bay.
10. M. P. CashinRiverhead St. Mary's Bay.
11. James R. Knight ... Harbour Grace.
12. Henry J. EarleBeaverton, Fogo.
13. Mic Mac Whaling CoDublin Bay, LeMoine.
14. Cape Broyle Wh'g & Tr'g Co.Cape Charles, Labrador.
15. Hawke's Bay Whaling & Manufactur-
ing Co., Ltd.Hawke's Bay, St. Barbe.
16. Colin Campbell.....Groais Islands, White Bay.
17. Mic Mac Whaling Co..... Lance a Loup, Labrador.
18. Daniel J. RyanHawke Harbour, Labrador.
19. Colin CampbellLark Harbor, Bay of Islands.

THE LOBSTER FISHERY.

The catch of lobsters in the Colony is about the same as last year. The size of the lobster is not nearly so large as when the tinning industry was started. It is noticeable that female lobsters with ripe spawn attached are not so plentifully caught as formerly. The Colony's rules forbid the taking of lobsters after the 20th of July, on the Coast West of Cape Race, or the 1st of August on the Coast North of that point. This restriction, though at first strongly criticised, is now heartily approved of and supported by an overwhelming majority of those engaged in this fishery. The prevention of any further decline in the yield from the fishing grounds being due to this restrictive but protecting regulation.

The returns from the factories are incomplete, but are probably as heretofore in the vicinity of 30,000 cases. The number of factories is nearly 1500. On the formation of the Fisheries Commission in 1887 it was decided that no person should be permitted to engage in this industry unless he obtained a license giving him power to do so. This license has been issued free up to this time.

INCUBATORS.—In the Bays of Notre Dame and Bonavista on the N.E., and Fortune on the S.W. Coast, several incubator stations are operated. The spawn is collected from the nearby factories and placed in floating incubators. In a short while the eggs are hatched and the young crustaceans appear and thrive and grow, and in due time are placed in their native waters. The debateable point is: what becomes of them? Many of the doubters aver that they are immediately devoured by the multitude of predacious small fishes. Other fishermen contend that the up-keep of the lobster is due to the operation of these incubators.

Reports from the Wardens all assert that this valuable shell fish is getting scarcer (and smaller) in all directions. Many of the most intelligent fishermen and traders

would welcome an edict prohibiting the taking of lobsters for a period of years, three or five, in order that the species might be propagated and increased. There is much force in their arguments that if this is not done the ultimate results may be disastrous.

The Board strongly approves of the encouragement of the hatching of lobsters by means of incubators.

It is regrettable to mark that the pack of lobsters during the past season has shown upon the average a marked falling off in quality.

The Board have had under serious consideration the best method of improving the grade of these goods, and hope to find some efficient means of dealing with this difficulty.

THE HERRING FISHERY.

In the Spring this fishery is not prosecuted to any extent, as the spawning season is on. A considerable quantity are barrelled in St. George's Bay and sold principally to Nova Scotia buyers, presumably for shipment to the West Indies. Small lots were also put up in this way in Placentia and Fortune Bays, and at White Bay.

The great catch of herring is made on the West Coast at Bay of Islands. As stated in last year's report the catch during the fall and winter of 1903-4 was a large one, and at this date of writing the fishery has been very successful. The herring are sold to the United States and Canadian vessels, and, with the exception of pickled herring in barrels, shipped in bulk to ports on the adjoining continent. Before frosty weather sets in the fish are salted, but this method of preservation is discarded when freezing the fish is practicable. The winter was a severe one and many vessels were unfortunately frozen in the arms of the Bay of Islands, and unable to reach their homes until released in the spring, doubtless entailing considerable loss to those engaged in the enterprise. The minimum statutory price paid to our fishermen is \$1.25 per barrel of 32 gallons, as they are taken from the nets. Bonds are entered into that the cargoes shall be landed at a port in the United States or Canada, for food purposes only, which bond is released on the production of a landing certificate to that effect. During the present fall several schooners have visited White Bay and Notre Dame Bay, and appear to have secured cargoes in this way also. It is probable that other vessels may, as the winter proceeds, come to Fortune and Placentia Bays, in order to avoid the risk of being frozen up at Bay of Islands, taking warning by last winter's predicament. In former years these latter mentioned bays produced herring in large numbers, and it is probable that they will do so again. Fortune Bay was once styled the "home of the herring" and it was fully imagined to be in this character a source of perpetual wealth. The reason principally assigned for the falling off of the herring fishery in this Bay, is that the waters were polluted by the enormous quantities of dead herring annually thrown overboard.

A note of warning may be sounded for the benefit of Bay of Islands, as information reaches this Department that some destruction of herring has taken place there, which, if not checked or abandoned, may be followed by disastrous results.

The establishments at White Bay, Sound Island, in Placentia Bay and at Bay of Islands, continue to pack and barrel herring of a superior quality, mostly after the Scotch method, but for various reasons the industry does not appear to grow larger year by year.

The Sub-Collector of Customs at Birchy Cove has furnished the following list of schooners, with the details of herring cargoes, which have cleared from Bay of Islands up to the end of December 1904. This does not include a few vessels sailing from Lark Harbour at the mouth of the Bay, (weather and ice conditions preventing an intercourse with that place of late.) As before stated a few cargoes in bulk have also been shipped from Notre Dame and White Bays. The fall fishery at Bonne Bay has been a failure.

BRITISH.

Vessels.	Tonnage.	Brls. Herring salted in bulk.	Brls. Herring frozen in bulk.	Brls. Herring pickled	Value.
11	1,053	5,850	2,795	2,728	\$23,336.50

UNITED STATES.

67	5,998	59,509	19,300	6,259	134,514.00
78	7,051	63,359	22,095	8,987	\$157,850.50

THE SALMON FISHERY.

Newfoundland and its great dependency, Labrador, are the home of the Atlantic Salmon. The king of the river. The finest of all fishes, both for sport and the table.

As a commercial fish "salmon salar" also stands pre-eminent, the demand always exceeding the supply. In London alone there are always (according to the official report of the British fisheries) over one thousand tons short every year in the actual supply of the great capital. The average wholesale price is given at the high figure of thirty-eight cents per pound, nearly twenty times the average price of cod and haddock. The tinned salmon from British Columbia is quoted wholesale at 5s. 4d. stg. per dozen. Okell's patent porcelain packed at 11s, and Norwegian Lac sliced salmon in oil at 19s. stg. per dozen one pound tins. The high price of Salmon in England is even exceeded on the Continent, especially in Germany, where this fish is always abnormally scarce and dear.

Both Newfoundland and Labrador contain a great number of salmon rivers. Unfortunately not of much value for internal communications, but nearly all splen-

did salmon rivers, and abounding in fine sea and brook trout. On the Labrador the sea trout are very large, up to ten pounds. In the Newfoundland rivers they are generally smaller, running from one to five pounds, except in Fox Island River and White Bay, where fish of seven and eight pounds have been taken.

The value of salmon rivers for sport has immensely increased of late years. Admiral Sir W. R. Kennedy, K.C.B., writes that rivers in Norway that a few years ago could be hired for three hundred pounds sterling, or a hundred pounds a rod, now cannot be obtained for less than nine hundred pounds for the season. The same rule applies to Scotland, and it is said that all the best rivers in Canada are now leased by the Dominion Government, mostly to American millionaires, at fabulous prices.

It will be seen at once from these well known facts what an immense attraction our free rivers and splendid salmon streams present to tourists and anglers. No other country can afford them such advantage for sport. No other fishing can be compared for one moment with salmon angling. This delightful pastime involves no hardships. It can be enjoyed here by all, old and young. It makes no demand on bodily strength or activity of the nerves. On many rivers all the fishing can be carried on from a boat or canoe. For one caribou shooter there are a dozen anglers.

Both commercially and as an attraction for tourists it will be readily recognized that there are immense possibilities in salmon. The question to be considered is how the preservation and production of this valuable fish may be increased.

Until the past few years no attention whatever was paid to our salmon rivers. They were netted, barred and polluted with mill refuse to such an extent that they had become absolutely barren. Within the memory of living men a thousand tierces of salmon were taken in the splendid Gander River, worth \$20,000.00. In 1890 the Fisheries Commission were informed that the whole catch was less than 50 tierces. The river above Salt Island was barred by nets, and this prevented the ascent of the breeding fish. The destruction of the river in consequence of such a suicidal proceeding was inevitable. We take the Gander as a conspicuous example of criminal neglect and wanton injury to our rivers, but the same story can be told of the Exploits, the Codroy, and every other river in the Island and Labrador. The results are shown very conspicuously in our past exports of salmon. From 1892 to 1898 they ranged from \$37,000 to \$49,798.

Since 1900 a really serious attempt has been made to improve the salmon fishery, and to enforce the laws. All netting has been prohibited in our rivers. On the chief rivers we have independent testimony of tourists that the river wardens do good work. But much more remains to be done. The wardens should be better paid in some instances, and the rivers should be periodically inspected during the season by at least two travelling inspectors. The Board can point already to some manifest good resulting from improved attention to the rivers. The best proof of all is the marked increase in the weight of the fish taken both by anglers and in nets.

The late Mr. Neilson reported in 1889 the total absence of large breeding fish in the rivers. There was nothing but grilse of 4 and 5 lbs. Admiral Kennedy and other sportsmen remarked on the absence of large fish in our rivers. The returns of the catches of anglers show many twenty pound and some thirty pound fish. This year and last the wardens of Little Codroy River report the presence of very large salmon in the upper pools. They were seen by several, and this season a thirty pound fish is reported.

Experts are all agreed that the most practical and effective way to protect and improve this fishery is the simple method of giving the spawners free access to their breeding grounds. The larger and more extended the area of these breeding grounds the greater will be the natural increase of the fish.

The Codroys, Harry's Brook and the Humber are the rivers most frequented by tourists. The residents have discovered the value of such visitors, and in consequence these streams are fairly well looked after, and there is little poaching or obstruction. Every year more fish and of larger size are caught. The returns now show as good sport as can be obtained anywhere in the world. Of course a good deal depends upon the wind, the weather, the skill of the angler, and the high or low water in the river. This season was abnormally dry, and the rivers in consequence were in very poor condition.

Commodore Montgomerie, R.N., who is a very experienced fisherman, declared that he had never seen a river so full of fine salmon as the Grand River of Codroy, and still more can be said of Codroy Little River, the Humber and Harry's Brook. They are all an object lesson in the good results of policing the streams effectually. All are full of young fish.

SALMON LADDERS.—Recognizing the importance of these aids to the breeding fish in their efforts to reach suitable spawning localities in the upper waters of many of our rivers, heretofore barred against their ascent by reason of falls or other natural obstacles, the Board determined to make an effort to initiate this much needed reform in dealing with obstructions in some of our best known streams, with the following result :

They were fortunate in obtaining the services of an experienced blaster, Mr. E. McHeale, and a capital crew of men from Alexander Bay. As the work was entirely new, and the services of a trained engineer were not obtainable, all the arrangements had to be carried out by an official of the Board.

The first ladder was erected on the upper falls of the Terra Nova River. The work presented great difficulties owing to the precipitous nature of the banks of the stream, and the height of the waterfall. A sheer wall of rock had to be blasted out in order to obtain an incline for the pools which were formed one above the other, first blasted out of solid rock and finished off with concrete. It was soon discovered that there were two essential points in the formation of an efficient passway.

First it must have a full supply of water, and secondly it must debouche into the torrent of the waterfall. In other countries these ladders are built of wood, but owing to the rafting of ice in the spring, it was clearly recognized that in this country nothing would stand but a passway made out of the solid rock. As soon as the passes on the upper and lower falls of the Terra Nova were completed, the working party with all plant and tools were moved into Exploits Grand Falls. After a careful examination of the ground on both sides of the river, it was decided to use for the passway a dried up backwater on the river. To make the ladder, a trench five hundred feet in length had to be blasted out, with an incline at the end where it emptied into the main stream. The erection of these ladders afforded a very interesting study in the habits of the salmon. At Terra Nova the fish passed up the lower ladder within half an hour after it was completed, but it was four hours before they ascended from the deep pool above the ladder. The fish remained in the various pools for three weeks before their final ascent to the ladder on the big upper fall. Caribou hunters coming down the Terra Nova River met the big salmon ascending the stream 50 miles above the station, showing that at length they had gone up. This great delay was probably caused by the lowness of the river and the consequent small body of water in the passways. In the interior waters of both Terra Nova and Exploits there are immense numbers of land-locked salmon. As the fish are gregarious, the sea salmon on their return to salt water may possibly bring with them the land-locked fish. As these ladders afford great facilities for the poacher, they should be rigidly guarded. At Rocky River, Colinet, a passway has also been erected. The full results of this ladder have not yet been ascertained, but the success of Terra Nova is assured. Hitherto a barren stream, with its splendid pools and runs, it may be safely predicted that this heretofore neglected water will become one of the very finest salmon rivers in North America. It affords every facility for sport, including the finest and heaviest brown trout in the Colony.

The Canadian Government keeps at work every year improving its salmon rivers. Their experience, as well as that of the United States Inland Fisheries Department, however, has been that it is impossible to adopt any specified plan or model of fish ladder generally applicable to every situation, as no two localities present similar obstacles to be surmounted.

The services of an expert of general experience in the supervision of such undertakings is therefore of primary importance, particularly so in Newfoundland, where the work of this description is as yet only in its infancy. Several of our best streams are still obstructed by falls over which the salmon cannot pass; such as Indian Brook, in Hall's Bay, Salmon Brook (Gander River), Mackerel Brook, a tributary of Terra Nova River. In the case of the Upper Humber, whilst many fish do ascend the falls, hundreds fail to get up. At a very small expenditure this could be remedied and a ladder erected that would allow all the salmon and sea trout to pass up to their respective breeding grounds.

SEALS.—One of the most destructive and dangerous enemies of the salmon and

trout is the Bay or Harbour seal. There are considerable numbers of these animals in the Lower Humber, the Gander, and other rivers, and in some of the interior lakes. They kill a good many salmon going up the river, but their special ravages on the fish are in the spring, when the salmon coming down the river are very weak and emaciated. They are at this period killed in great numbers by the seals. In Scotland the Tweed salmon suffer terribly from the depredation of seals from the Faroe Islands. The Chairman of the Salmon Fishery Commission declares that over one-third of the salmon caught in the rivers bore marks and traces of injury from battles with seals.

The only efficient remedy for these enemies is a constant fight with them, by shooting and netting, and keeping them constantly on the move. The result will be to drive them away. A small premium might be given for every Harbour Seal killed.

The West Coast of the Island, by reason of the facilities afforded by the railway, attracts the larger number of sportmen, and consequently the rivers of Codroy and St. George's Bay and the Humber are more largely fished than any others. There are noble streams in Hermitage, Fortune, Placentia, St. Mary's, and Trepassey Bays, on the South Coast, in some of which a fly has never been cast, all affording fine sport in salmon and trout. These remarks also apply to the Bays of Bonavista and Notre Dame on the N.E. Coast.

The Fishing Season of 1904 was very much affected by want of rain. No one can remember such a very dry season or such low water in the rivers. The salmon were never more abundant, but the want of rain seriously interfered with sport.

It will be gratifying to all true anglers to know that recently a conviction instituted at the instance of the Department was secured in the Magistrate's Court against parties who dynamited a salmon pool in one of our most frequented rivers, and a fine of \$100.00 was imposed on the authors of this outrage.

FISHERY PRODUCTS EXPORTED FROM THE COLONY (INCLUDING LABRADOR, 1903) DURING TWELVE MONTHS ENDING JUNE, 30, 1904.

	QUANTITY.	VALUE.
CODFISH DRY—United Kingdom	41,841 qtls.	\$151,665
Canada	107,430	418,682
Gibraltar for orders.....	207,429	760,759
British West Indies.....	75,926	339,419
Spain	85,583	348,218
United States.....	13,642	62,219
Cuba and Porto Rico.....	12,009	54,395
Portugal	379,924	1,713,535
Brazil.....	315,112	1,578,149
Italy.....	107,647	454,971
Greece	12,040	43,852
Other Countries.....	3,790	17,199
	<u>1,360,373 qtls.</u>	<u>\$5,943,063 00</u>
Forwarded.....		\$5,943,063 00

APPENDIX.

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		QUANTITY.	VALUE.	
Brought forward				\$5,943,063 00
CODFISH, FRESH—	Canada	14,400 lbs.	\$28,300	
	United States	1,485	6,600	
	St. Pierre	1,100	22	
		<u>16,985 lbs.</u>		34,922 00
“ PICKLED—	Canada	2,483 qtls.	\$7,459	
	United States.....	13,226	35,597	
		<u>15,709 qtls.</u>		43,056 00
HADDOCK AND HAKE—				
Various countries.....		848 qtls.		3,366 00
HERRING, BULK—	Canada	2,808 brls.	\$3,552	
	United States.....	35,665	44,580	
		<u>38,473 brls.</u>		47,132 00
“ FROZEN—	Canada	6,483 brls.	\$10,014	
	United States.....	21,915	34,957	
		<u>28,398 brls.</u>		44,971 00
“ FRESH—	Canada	348 brls.		642 00
“ PICKLED—	United Kingdom.....	2,922 brls.	\$8,287	
	Canada	54,816	135,475	
	United States.....	16,234	52,790	
	West Indies.....	10,674	38,333	
		<u>84,646 brls.</u>		234,885 00
LOBSTERS—	United Kingdom.....	17,250 cases	\$222,336	
	Canada	3,311	49,930	
	United States.....	507	7,086	
	Germany ..	7,505	100,019	
	Holland.....	1,450	18,150	
	Other countries.....	1,552	12,884	
		<u>31,575 cases</u>		410,405 00
SALMON, FRESH—	Canada	124,675 lbs.	\$8,431	
	United States.....	4,800	337	
		<u>129,475 lbs.</u>		8,768 00
“ IN TINS—	Canada	212 cases	\$969	
	Other countries.....	16	148	
		<u>228 cases</u>		1,117 00
“ PICKLED—	United Kingdom.....	1,817 trcs.	\$41,412	
	Canada	800	14,743	
	United States.....	271	5,303	
	West Indies.....	86	1,202	
	Columbia	46	720	
	Europe	98	2,020	
		<u>3,118 trcs.</u>		65,400 00
Forwarded.....				\$6,937,727 00

		QUANTITY.	VALUE.	
Brought forward.....				\$6,937,727 00
TURBOT—	Canada	328 brls.	\$1,421	
	Other countries.....	17	66	
		345 brls.		1,487 00
FROUT—	United Kingdom.....	204 brls.	\$1,537	
	Canada	322	1,767	
	United States.....	878	5,289	
	West Indies.....	81	439	
		1,485 brls.		9,032 00
OIL, COD (com)—	United Kingdom.....	1,425 tuns	\$119,651	
	Canada	239	19,624	
	United States.....	1,554	138,498	
	Other countries.....	113	9,272	
		3,331 tuns		287,045 00
“ (refined)—	United Kingdom	102,935 gals.	\$251,833	
	Canada	15,269	43,930	
	United States.....	69,738	178,291	
	Other countries.....	3,461	8,738	
		191,403 gals.		482,792 00
OIL, SEAL—	United Kingdom.....	1,353 tuns	\$152,162	
	France	295	29,375	
	Germany	390	46,433	
	Canada	324	32,631	
	United States.....	386	42,466	
		2,748 tuns		303,067 00
OIL, WHALE—	United Kingdom	3,360 tuns	\$267,889	
	Canada	112	10,803	
	United States.....	215	17,010	
	Germany	20	1,713	
		3,707 tuns		297,415 00
OIL, STEARINE—	United Kingdom.....		\$5,556	
	Canada		1,200	
				6,756 00
SEAL SKINS—	United Kingdom.....	96,264	\$106,816	
	Canada	143	129	
	United States.....	147,232	152,042	
		243,637		258,987 00
CAPLIN—	United Kingdom.....	336 brls.	\$266	
	Canada	43	48	
	United States.....	49	87	
	Spain	44	44	
	West Indies.....	33	33	
	Gibraltar	21	36	
	St. Pierre	152	300	
		458 brls.		814 00
Forwarded.....				\$8,485,122 00

		QUANTITY.	VALUE.	
Brought forward.....				\$8,485,122 00
HALIBUT—	Canada	30,806 lbs.	\$1,408	
	United States.....	283	11	
		<u>30,089 lbs.</u>		1,419 00
CODRONS—	United Kingdom.....	806 brls.	\$3,905	
	Canada	256	1,101	
	United States.....	971	4,812	
	France.....	64	384	
		<u>2,007 brls.</u>		10,202 00
WHALE BONE—	United Kingdom.....		\$12,023	
	Canada		14,832	
	United States.....		2,702	
				<u>29,557 00</u>
FERTILIZERS, WHALE—	United States.....	1,228 tons	\$36,900	
	Canada	66	2,081	
		<u>1,294 tons</u>		38,981 00
				<u>\$8,565,294 00</u>

FISH EXPORTS FROM LABRADOR, 1904.

		QUANTITY.	VALUE.	
EXPORTED TO				
CODFISH—	United Kingdom.....	25,849 qtls.	\$98,113	
	Gibraltar for orders.....	150,825	585,339	
	Jersey	1,778	7,112	
	Canada	2,560	10,240	
	Italy.....	25,613	95,818	
	Spain	45,281	167,393	
		<u>251,906 qtls.</u>		\$964,015 00
COD OIL—	Great Britain.....	70 tuns		5,856 00
SEAL OIL—	Great Britain.....	23 tuns		1,496 00
SALMON—	Great Britain.....	865 tcs.	\$17,373	
	Canada	270	3,660	
		<u>1,135 tcs.</u>		21,033 00
TROUT—	Great Britain.....	24 brls.	\$98	
	Canada	81	805	
		<u>105 brls.</u>		903 00
HERRING—	Canada	79 brls.	\$396	
	Great Britain.....	13	52	
		<u>92 brls.</u>		358 00
Forwarded.....				\$993,661 00

		Brought forward.....		\$993,661 00
	EXPORTED TO	QUANTITY.	VALUE.	
CAPLIN—	Great Britain.....	17 brls.		51 00
GREEN FISH—	Canada	5 qtls.		20 00
FEATHERS—	Great Britain.....	640 lbs.		128 00
FURS—	Great Britain.....		\$11,114	
	Canada		4,500	
				<u>15,614 00</u>
				<u>\$1,009,474 00</u>

Brought to Newfoundland ports for cure and exportation, 125,000 (estimated) quintals.

SHIP BUILDING.

Considerable activity has prevailed in this industry during the past year, both as regards the construction of new vessels, and the restoration of those needing repairs. Quite a number of new vessels of various sizes are being built this winter in different localities, most of which are destined for use in the fisheries.

A great number would doubtlessly have been built were it not for the fact that owing to the unsuccessful issue of the fishery of the Nova Scotian banking fleet for the past two seasons, many of their finest vessels have been transferred to Newfoundland owners.

The difficulty of obtaining suitable timber for ship building, within reasonable distance of the settlements, is becoming yearly more apparent, and suggests the necessity of reserving under more stringent regulations what remains ungranted of this valuable colonial asset for the purpose of Marine architecture.

The increasing demand for timber and pulp licenses with the as yet entire absence in the Colony of any organized system of Reforrestry, such as has already engaged the attention of the Governments of Norway and our neighbors of the Dominion of Canada, is surely an object lesson that we cannot longer afford to ignore.

VESSELS BUILT DURING 1904.

Name of Vessel.	Tons.	Where Built.	Bounty Paid.
Alberta Elizabeth.....	22	St. Mary's Bay	
Forget-Me-Not.....	33	Trepassey Bay	
Rambler	33	Trinity Bay	
Lady Ralph	22	Bonavista Bay.....	
Amelia	18	Bonavista Bay.....	
Mary E	20	Bonavista Bay.....	
Nelly	16	Bonavista Bay.....	
Annie A.....	17	Trinity Bay	
Ellie C	27	Bonavista Bay.....	
Seagull	26	Bonavista Bay.....	
Statia	30	Bonavista Bay.....	
Thomas & Martin.....	29	Bonavista Bay.....	
Mabel R	45	Bonavista Bay.....	
Sarah Belle	20	Conception Bay	
Clare	35	Trinity Bay	
Flora.....	26	Fogo	
Bessie T.....	30	Placentia Bay.....	
Lilly May	21	Placentia Bay	
Cactus	22	Trinity Bay	
Orlando	36	Bonavista Bay.....	
J. S. Morris	60	Trinity Bay	
Gladiola.....	31	Bonavista Bay.....	
Sea Bird.....	26	Trinity Bay	
May Flower	33	Trinity Bay	
E. P. Morris.....	85	Notre Dame Bay.....	\$340 00
Clora F.....	31	Bonavista Bay.....	
Little Jap	51	Bonavista Bay.....	
Annie P.....	26	Bonavista Bay.....	
Edith May	24	Trinity Bay	
Emily Bell	37	Trinity Bay	
Catherine	32	Trinity Bay	
Gertie B.....	36	Notre Dame Bay.....	
Ascellus	41	Notre Dame Bay.....	164 00
Topaz	50	Notre Dame Bay.....	200 00
Jacinth.....	62	Notre Dame Bay.....	248 00
Intrepid.....	35	Trinity Bay	
Sisters	35	Fortune Bay.....	
Effie M.....	44	Fortune Bay.....	
Village Bride	32	Notre Dame Bay.....	
Marguerite	31	Notre Dame Bay.....	
St. Helena.....	36	Notre Dame Bay.....	
E. & S. Barbour	28	Bonavista Bay.....	
Kingbird	67	Notre Dame Bay.....	268 00
Florence S.....	21	Fortune Bay.....	
Mikado	32	Notre Dame Bay.....	
Annie S. S.....	71	Fogo.....	
Cock o' the North.....	24	Notre Dame Bay.....	
Success.....	20	Bonavista Bay.....	
Agnes Belle	19	Notre Dame Bay.....	
Ocean Traveller.....	52	Notre Dame Bay.....	208 00
Maggie	14	Fogo	
Port Arthur	28	Notre Dame Bay.....	
M. P. Cashin	30	Bonavista Bay.....	
Stella B	55	Bonavista Bay.....	
Fantome	35	Notre Dame Bay.....	
Florence	20	Trinity Bay	
Climax.....	54	Bonavista Bay.....	
Cold Storage	59	Notre Dame Bay.....	236 00
Mikado	39	Notre Dame Bay.....	156 00
Niobe	32	Bonavista Bay.....	
Ettie Bess	43	Notre Dame Bay.....	172 00
Happy Return.....	14	Fortune Bay	
Lotus	63	Notre Dame Bay.....	252 00

MARINE AND FISHERIES APPOINTMENTS, 1904.

GREEN BAY.

Jackson's Cove to Seal Bay Head (coast)	Wardenship,	John Hamilton.
Jackson's Cove to Seal Bay Head (river)	do	Nicholas Peters.
Seal Bay Head to North Head of Fortune Harbor (coast).....	do	W. Lanning.
North Head of Fortune Harbor to Birchy Bay (coast)	do	F. W. Newman.
Moreton's Harbor to Herring Neck including mainland Birchy Cove (coast).....	do	Thomas Lacey.
Exploits River and Bay	do	Abram Lilly.
	Incubator	
New Bay	operation,	Albert Yates.
Leading Ticks.....	do	U. S. Martin, jr.
Rowell's Island	do	Thos. Rowell.
Exploits	do	Solomon Snow.
Beaver Cove	do	John Elliott.
Easter Harbor, near Campbellton.....	do	Abram Anstey.
Comfort Cove.....	do	Thomas Manuel.

12 Packers under management of John Hamilton operating each 2 incubators at \$5 each.

FOGO.

Gander—upper and lower portion	Wardens.	Josiah Goodyear.
Mainland of Fogo District.....	do	J. B. Wheeler.
Fogo and the Islands	do	William Shave.
Change Island Tickle	Incubators.	Jacob LeDrew.
Change Island, Harbour end.....	do	Emmanuel Hinds.
Island Harbour, Fogo District.....	do	John Bennett.
Indian Islands.....	do	John Collins.
Indian Islands	do	Elijah Carnell.
Musgrave Harbour.	do	Robert Burt.
Fredericton.....	do	Fred. Scott.
Ladle Cove	do	Hedley Goodyear.

BONAVISTA.

Cat Harbour to Safe Harbour	Wardens.	Peter House.
Greenspond to Happy Adventure	do	John Sainsbury.
Gambo River	do	Benjamin Kean.
Alexander Bay and River (Terra Nova).....	do	Robert Saunders.
Clode Sound to Sweet Bay	do	George Haines.
Open Hall to Bonavista	do	Thomas Devine.
Salvage, including Newman's River.....	do	William Tulk.

Pinchard's Island	Incubators.	Darius Hall.
Wesleyville	do	George Winsor.
Flat Islands	do	Job Lane.
Happy Adventure (big)	do	W. Turner.
Happy Adventure (little).. ..	do	William Moss.
Salvage	do	Edward Thomas.
Salvage	do	Jno. and Ed. Moss.
Sweet Bay.....	do	John Walker.
King's Cove ..	do	Thomas Devine.
Jamestown	do	Robert Haines.
Jamestown	do	Chris. Haines.
Jamestown	do	Azar. Mercer.
Salvage, Barren Harbour	do	Edward Oldford.

TRINITY BAY.

North Head of Witless Bay to Tickle Harbor...	Wardens.	John Newhook.
Come-By-Chance Streams	do	Joseph Lilly.
Come-By-Chance Streams.....	do	Thomas Adams.
North Harbour Streams.....	do	Edward Soper.

HARBOUR GRACE.

Harbour Grace and vicinity	Wardens.	Henry Thomey.
Clarke's Beach.....	do	W. Fillier.

ST. JOHN'S.

Quidi Vidi	Wardens.	Henry Snow.
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TREPASSEY TO BURIN.

Lamaline and vicinity, Paradise & St. Lawrence	Wardens.	John Bennett.
Placentia Bay schooner.....	do	William March.
Placentia, N.E. and S.E. Rivers.....	do	Thomas Power.
Salmonier (lower)	do	Patrick Hurley.
Salmonier (upper)	do	Lawrence Murphy.
Rocky and North Harbour Rivers	do	William Dakin.
Little Harbour and Haricot Rivers.....	do	John Daley.
Branch to St. Bride's Rivers	do	W. J. Collins.
St. Mary's to Haricot, including Colinet Island...	do	Thomas Grace.
Peter's River to St. Mary's	do	Thomas Connors.
Trepassey	do	Henry Pennel.
Barachois Streams, Placentia	do	John Burke, Courier
Biscay Bay, Trepassey.....	do	Const. Jas. Brennan
Corbin to Lamaline.....	do	Bernard Murray.

FORTUNE BAY.

Pushthrough, Bay de East, Hermitage and D'Espoir Bays.....	Wardens.	Mark Way.
Pass Island to St. Jacques	do	W. E. Parsons.
Belleoram to Cape Enragee.....	do	Philip Cluett.
Garnish and adjacent streams	do	Benjamin Brazil.
Boxey	Incubators.	G. T. Miles.
Hermitage	do	James Mead.
Great Harbour	do	Andrew Harris.
Sagona	do	Morgan Bungay.
Coomb's Cove.....	do	Samuel Fiander.
Pass Island.....	do	William Stickland.

BURGEO & LAPOILE.

Grand Bruit to Rencontre.....	Wardens.	Joseph Small.
Under direction of Wardens.....	Incubators.	

ST. GEORGE'S AND ST. BARBE.

Grand River (lower).....	Wardens.	Thomas Downey.
Grand River (upper)	do	Arch. S. S. McIsaac
Grand River (North and South Branches).....	do	Peter Muire.
Little River (lower)	do	Alex A. A. McIsaac
Little River (middle).....	do	M. Doucette.
Little River (upper)	do	John McIsaac.
Highland River	do	Michael J. Gillis.
Crabb's and River Brook	do	W. Harvey.
Middle Barachois and Robinson's Head.....	do	Geo. Shears, sr.
Fischels.....	do	Emmanuel Legg.
Little Barachois.....	do	James White.
St. George's Bay (supervising).....	do	A. J. O'Reilly.
Harry's Brook (lower)	do	Ambrose O'Reilly.
Stephenville Streams.....	do	A. Simon.
Flat Bay, Bay St. George.....	do	Joseph Delaney.
Humber River (lower)	do	Thomas Arnold.
Humber River (upper)	do	Thomas Ryall.
Bonne Bay, Main Arm and East River	do	W. M. Standford.
Blanc Sablon	do	Thomas O'Brien.
White Bay	do	Albert Rice.
Port Saunders, East	do	Stephen Bradbury.
Port Saunders, West	do	Bryan Eastman.

CARIBOU.

Official investigation of the wanton slaughter of deer, amounting to several thousand last winter along the South West Coast, resulted in the conviction and punishment of a number of the offenders, which is to be hoped will act as a

salutary warning to all who, through ignorance, or otherwise, fail to respect the laws governing the game resources of the Colony, valuable alike under proper restrictions to residents of the country, and to those who come from abroad for the purpose of sport, and who contribute directly to the revenue in fees for licenses, and indirectly, in necessary expenditures incident to a successful sporting expedition.

It may not be generally known that the export of deer meat, either by the carcass, or in detached portions, or canned, is illegal, and subjects those who do so to heavy penalties.

The partial migration of the deer, however caused, seems to be somewhat as follows: First, the great herds of caribou range over a vast wild country, only a very small portion of the interior of the Island (larger than Ireland) is visited or molested by man. Secondly, it has now been clearly established that large numbers of deer do not migrate at all, but remain all the year about the same locality, shifting their ground occasionally on account of weather or for supplies of food. For instance, there are small herds of deer on the Peninsula of Avalon which never leave the Peninsula. Another considerable body remains all the year round on the long Peninsula north of a line drawn between White Bay and Bonne Bay. A still more considerable body of caribou remains south of the railway in the middle of the Island. It is believed that the position of this last large herd, and its non-migration north, is due to the railway. But this may arise from the fact that it is only since the building of the line that sportsmen have been able to reach this portion of the island and observe the habits of the deer.

Eighty Licenses were issued to non-resident sportsmen, as shown in the appended list of names and addresses, each License costing \$50.00, or \$4000.00 total.

MOOSE.—In the year of 1902 the Premier, Sir Robert Bond, entered into correspondence with the Honourable L. J. Tweedle, Premier of New Brunswick, in reference to obtaining Moose for introduction into the Colony. As the law of New Brunswick did not admit of the exportation of the animals, special permission had to be obtained from the Legislature of the Province, and it was not until February, 1904, the Hon. Mr. Tweedle forwarded the necessary permit. Arrangements were then made with Mr. Robert H. Armstrong, of Newcastle, N.B., to capture seven animals, the price agreed upon being \$1,500.00. The moose were duly captured, the herd consisting of 4 cows and three bulls. Through long delay owing to the disarrangement of the steamer service between Sydney and Port-aux-Basques, the animals, which had to be kept in an enclosure, fretted, and three of the number died. The remaining four were shipped to Port-aux-Basques on June 2nd, and on the 4th they were liberated near Grand Lake under the supervision of Mr. James P. Howley.

Every precaution has been taken by this Department to prevent the destruc-

tion of the herd, and it is hoped that this valuable addition to the wild animals of the Colony will prove of material advantage to its people in the future.

LICENSES TO HUNT CARIBOU, ISSUED SEASON 1904.

Date.	Name.	Address.
July 12	James J. Hackett	New York.
	John Bryant.....	Boston.
Aug.	M. St. John Newberry .....	.
	Barrington Moores.....	.
	Benjamin Moore.....	.
22	Dr. Wilbr Harmsdorf	Germany.
23	Philip A. Rawlins	32 Nassau St., N. Y.
	W. A. Valentine.....	34 W. 38 St., N. Y.
	W. E. Chess.....	Louisville, Ky.
	Cosmo Melville.....	Meole Brace Hall, Shrewsbury.
29	T. J. Miller.....	Morlewood, Lancashire.
	David Davis.....	Montgomeryshire, Wales.
	W. H. Walsh.....	8 Chamberlain Rd., Edinboro.
Sept. 1	Wm. R. Philler.....	Havenford, Penn.
	Frank Rodgers.....	4th St., Philadelphia.
	W. A. Jones.....	Chicago.
	I. M. Eaton.....	do
	Arch W. Swann	Stockwell, Mass.
	Beulah Rodins.....	New York.
	A. L. Weil	Pittsburg.
5	Dr. H. N. Morton.....	32 Schcomehorn St., Brooklyn.
	A. M. Judd.....	188 6th Avenue, Brooklyn.
	Martin Wax.....	36 Saston St., Roxbury.
6	Chas. D. Mills	26 W. 37th St., New York.
	Jos. Eli Mills.....	do
	Van S. Bennett.....	Rocton, Wis.
8	Fred S. Whittaker	Chestnut St., Philadelphia.
	R. W. Adams.....	Ashland, Maine.
	Wilson Potter	522 Arch St., Philadelphia.
	P. K. Hudson	36 Wall St., New York.
	A. H. Belo	Dallas, Texas.
	G. X. McLacahan.....	Washington, D.C.
	H. K. Hudson.....	1. E. 76th St., New York.
10	Alb. G. Milbank.....	49 Wall St., New York.
	Lawrence Mott	New York.
12	Wm. C. Biddell.....	New York.
	W. W. Doughton	Providence.
	Walter S. McJunes.....	Providence.
	Wm. Cary Lengor	Springfield, N.Y.
	Wm. Roote	New York.
	Robert Rushman	Plainfield, N.J.
	U. S. Akerman	Plainfield, N.J.
	Count F. Hayos	Washington, D.C.
	Peter R. Labinisse	New Orleans.
14	Ingo H. Simon	Buckingham Gate, London.
15	Paul Weisle	Milwaukee, Wis.
	Chas. G. Hall.....	New York City.
	Howard S. Haddon	248 Hey St., Brooklyn.
	David R. Todd.....	200 Milborn St., Brooklyn.
	W. D. Philips.....	New York.
	W. G. Verneily.....	New York.
19	W. W. Churchill	Milton, Mass.
	A. W. Meniam.....	Milton.
	J. W. Forbes	Peacedale, R.I.
	John Ferie	Princetown, N.J.
	C. K. Bissdom.....	Philadelphia.
20	Frank S. Smith.....	Auburn, N.J.
	Dr. J. D. Tripp	Auburn.
	Alex. T. Brown.....	Syracuse, N.Y.

LICENSES TO HUNT CARIBOU (concluded).

Date.	Name.	Address.
Sept. 22	Clarence P. Wykeoff	New York.
	F. C. Loeber.....	Rochester, N.Y.
26	Dr. R. W. Gilboch.....	809 Hudson St., Stoboker, N.Y.
Oct. 1	C. A. McKenzie.....	Edinboro.
	Robert Hazard.....	Peacedale, R.I.
4	Lambert Sydon.....	New York.
	Geo. B. North	New York.
	E. J. Dupont	Pittsburg, Penn.
	D. Bunstead.....	Pittsburg, Penn.
	Hy. Dissten	Philadelphia.
	F. A. Gunning.....	Philadelphia.
12	Hesketh Pritchard.....	London, England.
	Ed. Geo. Wynyard.....	Sports' Club, 8 St. James' Sq., S.W.
18	E. R. Frisbee.....	Cassuga, New York.
20	J. E. Mullins	Rane, Penn.
	John Fitzgerald.....	Rane, Penn.
22	Alfred M. Collins	Philadelphia.
Nov. 3	Harold T. Ellis	Scilly, Yorkshire, England.
	Walter Tell Pearson.....	Darlington, England.
12	Dr. Wheeler.....	Buffalo.
25	W. C. Filey	East Hampton.

THE OPERATION OF THE GAME LAWS.

GROUSE.

Enquiries have been made through the Game Wardens about the operation of the new law this season, stopping all shooting of grouse until October 1905. The regulation has been well observed. There may have been a few birds killed by caribou hunters and caught in rabbit snares, but on the whole the grouse, known locally as partridge, have not been molested, and reports show from all quarters that they have largely increased and are very tame. This is the natural result of the new law. By October 1905 it is confidently expected that the grouse moors will be well stocked.

Reports have reached this Department from Bonavista Bay and from the N. E. Coast, showing a large increase of grouse in these localities this year. In the neighbourhood of St. Anthony and the Northern Peninsula generally, this improvement is attributed to the extensive fires in Green Bay, which has had the effect of driving the birds to these Northern barrens.

All who are acquainted with the habits of the grouse in this country are aware that the most important element in the nesting and growth of the young birds is dry weather in the early summer, and specially in July, when the chicks are not fully fledged. The absence of rain this season has therefore been specially favourable to their growth and early maturity. The grouse, though essentially a local bird, is also semi-migratory, as shown by its presence on so many islands, some far-off the land, like the Groais Islands.

It is therefore hoped that the increase of the birds, which is known to have

taken place this season, will not only swell their numbers in their old haunts, but also help to re-stock other grounds which have recently been denuded of this most valuable game bird.

GAME WARDENS, 1904.

Philip Keefe	Pouch Cove	St. John's East.
D. McGuire	Wine Gap.....	"
Richard Crow	Bauline.....	"
Thomas Kearsey	20-Mile Pond and 3 Ponds....	"
Patrick Nugent.....	Outer Cove.....	"
Martin Baird	Punch Bowl and Long Pond	"
Aaron Mogridge.....	Ruby Ground	St. John's West.
John Williams.....	Bay Bulls Road.....	"
Richard Fizelle.....	Shoal Bay Rridge	"
John Clark.....	Black Line Road, Goulds	"
Edward Leamy	Blackhead	"
John and Mel. Murphy	do	"
Michael Murray.....	Murray's Pond	St. John's East.
John Baird.....	S. S. Hills, Deadman's Bay	St. John's West.
Stephen Neary	Portugal Cove	St. John's East.
Patrick Croke	Placentia	Placentia & St. Mary's
John Camp.....	Pushthrough	Burgeo & LaPoile.
James Walsh	Little Bay.....	N. D. Bay.
George Knowling	Codroy	St. George's.
Edward Lee	St. Mary's	Placentia & St. Mary's
Patrick Hicks.....	Peter's River	"
John Thomas Young.....	St. Bride's and Cape Shore.....	"
John St. John	Avondale	"
Edward Carroll	King's Cove	Bonavista Bay.
Michael Colford.....	Western Bay to Redlands..	Bay-de-Verde.
Thomas Hawe	Goulds, Brigus....	Port-de-Grave.
J. T. Bancroft ..	Bonne Bay.....	St. Barbe.
Albert Rice.....	Western Cove, White Bay... ..	"
Thomas Johnson.....	Cape Broyle.....	Ferryland.
James Malone	Logy Bay.....	St. John's East.
D. Burton.....	Alexander Bay.....	Bonavista Bay.
Theo. Patey	River of Ponds.....	St. Barbe.
Andrew Humber.....	Castor River.....	"
Alfred W. Rose	Bay de Nord, St. Reil's R....	Fortune Bay.
George Rose	Bay de Nord River.....	"
Jeremiah Dodge.....	Femme, Conne River	"
Abram Miles.....	Head Fortune Bay River.....	"
James Thornhill	Little Bay East, Salmonier	"
Joseph Riggs	Long Harbor	"
John Forsey (Jno.) ..	Famine	"

Patrick Griffiths.....	Long Harbor	Placentia & St. Mary's
Darius Lane	Gambo	Bonavista Bay.
John Young.....	Red Rocks, Cape Ray.....	Burgeo & LaPoile.
James Murphy.....	Holyrood	Harbor Main.
James Keefe.....	Tor's Cove	Ferryland.
Patrick Nolan	Old Placentia Road.....	Placent's & St. Mary's
Will Rixon.....	Old Perlican.....	Bay-de-Verde.
Albert Kelland.....	Burgeo	Burgeo & LaPoile.

REPORTS OF WARDENS—EXTRACTS.

Wm. M. Stamford, Bonne Bay. June 6th:—First sign of salmon in the rivers. Large ones making their appearance in Deer and East Rivers. 20th:—Officers of H. M. ships caught none, but plenty of large trout. The best pools are covered with logs belonging to McKie & Co. Other sportsmen from New York and Boston here, best catches were of large trout. Herring fishery in November practically a failure. Same may be said of the fall codfishery through scarcity of bait.

Thomas Arnold, Bay of Islands:—Lots of salmon passed up the Humber River in July. Saw 32 large ones passing over a shoal inside of two and a half hours. Seals not so numerous this year as usual. Rev. Fathers Tracey, O'Donovan, Clements and Bussel, from Boston and Baltimore, had apparently good sport on the Upper Humber. And on the Lower Humber some good catches were made, one salmon weighing 24 lbs., caught by Rev. H. Petley.

M. J. Gillis, Barachois, Bay St. George:—Reports that the officers of H. M. ships and also French naval officers have made nice catches of sea trout averaging from $\frac{3}{4}$ to 5 pounds in weight. Plenty of salmon gone up river, poor travelling to get to pools. Fishermen outside did well with nets.

Wm. Harvey, Crabbe's Brook:—Says Mr. Wm. Crane, from Boston, early in July, camped at the three mile pool, caught 75 salmon and trout, mostly salmon, the heaviest 17 pounds. Later, other sports did fairly well. River very low.

Ambrose O'Reilly, Harry's Brook:—Reports that a large number of fine fish went up the river, but thinks the nets inside the bridge or mouth of estuary keeps back too many. Fishing done further up the river by tourists at the upper Log Cabin.

Joseph Small, Burgeo:—Codfishery poor, scarcity of bait. Lobster fishery under the average. Good salmon and trout streams along this coast, but rarely visited.

W. E. Parsons, Fortune Bay:—Eleven bankers, highest catch 1,200 quintals, lowest 400. Number of smaller crafts fishing in Gulf. All did fairly well. One third of the population fish in small boats at home. Scarcity of bait. Lobster fishery under the average. Eleven seines were seeking herring for bait (herring)

with poor results, though prices obtained were good, over \$4000.00 worth were sold. In some instances \$25.00 was paid for a dory load. Destruction of whales assigned as reason for scarcity by fishermen. Salmon caught in nets are generally tinned or exported fresh. Rivers and brooks teem with trout.

Benjamin Brazil, Garnish :—Lobster fishery not so good as former years, and small in size. Codfishery much hampered by want of bait of any kind. Salmon in fair quantities passing up streams, but not many visitors. Fair lots of large trout caught. The best way to reach this place is *via* Belleoram. Garnish river is good, but there are even two better angling streams, viz : North West Brook and Devil's Brook, and easily reached.

W. J. Collins, Branch, St. Mary's Bay :—Few anglers visiting. Good sport may be had here in salmon and trout. Lobster fishery fair, codfishery opened well, but declined after July 20th. No squid or other kind of bait during the latter part of the season.

Constable Wm. March :—Included under his Bait protection report.

Edward Soper, North Harbour, Placentia Bay :—Reports the following :

	doz.		doz.
John Barron & Co	40	Joseph Harvey	18
A. B. Morine & Co	13	C. Graham Munn	20
John Saunders	25	J. G. Munn	20
Settlers over	250		

In addition to a few dozen salmon.

“As the North Harbour and Watson Brook rivers afford excellent sport to a limited number of fishers, I think tourists could be induced to visit this locality. The sport obtained would compare favourably with any river in the Island. All lovers of scenery and location would be pleased.”

Thomas Connors, Peter's River, St. Mary's Bay :—Codfishery opened well in June. There were twenty codtraps at Holyrood and fourteen at Peter's River. Caplin scarce from the start and afterwards squid failed to appear, consequently the catch was a very short one indeed, although fish was known to be on the ground, and to be jigged. The streams were practically dry through want of rain, scarcely water enough to float salmon or trout.

James Brennan, Trepassey :—Fishery opened well, but ended a failure. Bait scarce. No lobster fishery in this bay. Trepassey and Biscay Bay Rivers very low. Results of each fishery very poor.

Joseph Lilly, Come by Chance (Crossing) :—Reports that several parties of anglers visited this locality, and did well generally. Some small catches of from 5 to 7 dozen, others 10 dozen and upward. River in common with others extremely

low. Reports also that lumber mills, although hampered with scarcity of water, have complied with Warden's request to keep the fish ways open at reasonable intervals, to enable fish to pass up stream. Little or no trout caught above the crossing.

NOTE.—No Wardens are stationed between Cape Race and Trinity. The codfishery opened with excellent prospects, with a fair supply of caplin bait. The latter became scarce at the end of June and perhaps from this cause the codfish did not come near the shore. Trap fishing was a record failure. The hook and line fishery also, through scarcity of caplin and squid bait, resulted in a very short catch.

George Haynes, Jamestown, Bonavista Bay :—The lobsters are diminishing in size and becoming scarcer every year. Every man here packs his own catch. The general opinion favours suspension of the fishery for three years. The reduction of the female or berried lobster is very noticeable and the supply of ova to the incubators is small. Caplin and squid scarce, and the catch of codfish all through the season very small.

Robert Saunders, Terra Nova River, and Benjamin Kean, Gambo River :—Report that no violation of the fishery laws have occurred. Rivers very low owing to dry season. Few anglers have visited these fine rivers during the summer.

William Shave, Fogo :—States that in comparison with other parts of the Colony the codfishery shows fair results.

J. B. Wheeler, Musgrave Harbor. Writes :—The codfishery for 1904 has been very good with traps and hook and line around Peckfords and Green Islands, but near the shore a failure. Some traps secured 300 quintals or more. Hook and line failed for want of caplin or squid. The dog-fish has made its appearance to the great injury of the codfishery. (This has been noticed in other districts also).

The salmon fishery was very poor last season owing to the want of fresh water, brooks and rivers nearly dried up. Some fishermen think that the use of so many lobster traps along shore is the cause, making herring and even caplin to shy off also. Herring was fairly abundant in the early spring. There are sixty-seven codtraps worked, and fifty-five lobster factories in operation between Cat Harbour and Frederiction.

Josiah Goodyear, Gander River :—Reports that there has been no infringement of fishery laws. The river has been very low, but large numbers of salmon have ascended the river. Anglers were few. Mr. and Mrs. Starr from New York caught 70 trout, half to two pounds in weight. The day they left six salmon were caught at Salmon Brook Rattle. Only sixty-two were caught by fly during the season. The fish were much delayed in getting up the river through the stream being so dry.

F. W. Newman and Thomas Lacey, Herring Neck to Fortune Harbour Head, Notre Dame Day :—Lobster fishery about the same as last year. Codfishery gave very encouraging results with both traps and hook and line. Squid scarce, but

herring was plentiful at different parts of Notre Dame Bay. Lobsters very scarce towards end of season.

Abram Lilly, Exploits River :—Salmon commenced going up river 17th June, and continued until the middle of Sept., in great numbers. There was nothing to impede them except the extreme lowness of the water, caused by want of rain. Trout of large size were also very plentiful, and one or two dozen per hour easily caught. The warden thinks the fish ladder on the upper falls will be a great success, and hopes that another small obstruction might be removed during next season. The salmon were observable at the outlets of all the small rivers and brooks more than seen for many years. There was great fear of the rivers being injured by lumbering conditions, but the various companies are doing their best to see that the streams are not fouled by rubbish or blocked by logging operations. There is good evidence that this fine river will regain its former value as a breeding area for salmon, and provide sport to an unlimited extent all along its many miles of waterway.

William Lanning, Leading Tickles, Notre Dame Bay, states :—The salmon fishery on the coast this season has been poor. Number of salmon nets 30 ; number of tierces of salmon 35 ; cod traps 17 ; cod seines none. The main fishery (cod) was, compared with the other bays of the Colony, fairly good. Lobsters fairly plentiful in May but very scarce later on. This applies especially to the female or breeder. Many of these latter were found to have cast their spawn in April, but in some instances the proportion caught of hen lobsters was not five per cent. The South-west and West Arm Rivers are well supplied with salmon and large trout, and capital sport may be had in these and other streams, but anglers are few.

Nicholas Peters, Hall's Bay :—Reports that the dry weather has made all rivers very low. The streams in Hall's Bay are famous as salmon and trout resorts. Indian Brook, West Brook, South Brook, Tommy's Arm Brook running out of Crescent Lake, are all good for fly fishing. Fish was plentiful. Milling operations of Messrs. Strong & Mursell barred the river with logs in spring ; unavoidably so. Otherwise laws are fairly well observed. Disastrous forest fires during the past season worked havoc with the settlers here. No tourists visits this sporting region.

Albert Rice, White Bay :—Salmon fishing opened June 1st. Became plentiful early in July, more so than for years past. They could be seen at Sop's Arm River ascending in schools of large and small size. No anglers. The Warden thinks that visitors would not be disappointed if they tried the streams of White Bay for salmon and trout. As elsewhere the dry season made the brooks very low. Coast salmon fishing the best for years. Fine trout in numbers could be seen dead with insufficient water to cover them. Caribou have been very plentiful here during June and July ; could be seen every day along shore. They have taken to the water and swam across the bay a distance of eight miles, people watching them until out of sight. In August they went inland. Only a few were killed, by really destitute people. Rabbits scarce

and, as a probable reason, Lynxes getting very plentiful and bold, even appropriating villagers poultry. Partridges are only found eight or ten miles inland. Beavers are more numerous than known for years.

Herring were numerous in spawning time, not so plentiful after. Codfishery was good compared with some other parts of the Island.

Joseph Riggs, of Long Harbour, Fortune Bay :—Complains of herring, and offal of herring, polluting the waters. This splendid river is one of the several of like value at the head of Fortune Bay, all of which are rarely visited. A few anglers came here this season too early, and went away with poor catches. The rivers are not poached or netted to any extent, and salmon have passed up in large numbers.

Patrick Hurley, Salmonier, St. Mary's Bay :—This river yields more fish to the angler than any other in Newfoundland. The fish have free and full access from the sea. Its nearness to the capital makes it a source of pleasure to local fishermen. Abundant catches were made all through the season, and the river, well wardened, has kept up its high reputation. A poacher from Kelligrews was detected dynamiting in one of the upper pools, killing several salmon; fined in St. John's District Court \$100.00.

Grand River and Little River, Codroy, under wardenship of Thomas Downey, Arch., Alex. and John McIsaac, M. Doucette and P. Muir :—These streams appear to have given good sport to many anglers during June and July. Appended is a list of names with catches, in addition to many others :—

Sir Bryan and Lady Leighton	39	8 to 22½ lbs.
Mr. Spurr	8	7 to 10 "
Mr. Hayward	13	6 to 11 "
J. G. Taylor	3	10 to 18 "
Carl Weston	12	
Joseph Anderson	3	
Donald Keith and son.....	17	8 to 22 "
H. A. Wallace	18	8 to 23 "
Mr. Downward.....	8	9 to 13 "
Drs. Dimrest and Harris	10	8 to 12 "
Dr. W. T. Burns	5	9 to 12 "
R. A. Murray.....	13	8 to 13 "
H. D. Reid and friends.....	13	7 to 21½ "
R. B. Job	4	8 to 14 "
Mr. and Mrs. E. Peifer.....	4	9 to 14½ "
Mrs. Henshaw	1	19½ "

The above also landed numbers of grilse and trout.

PLANTING OF TROUT FRY.—In addition to the usual 10,000 "rainbow" trout

fry, paid as an annual rental to the Government by the Game Fish Association, the Fisheries' Department purchased 10,000 from the Society, thus having 20,000 fry for distribution.

Owing to the great losses in previous years, during the process of transportation from the hatchery to the various lakes, the department secured the services of the Society's fish warden, and the fry were conveyed to their destination in a perfectly healthy condition.

The distribution was as follows :—

Harbor Grace	4,000
Brigus	4,000
Heart's Content	4,000
Bay Roberts	4,000
Flatrock.....	4,000

APPENDIX.

Report of the Fisheries' Protection Service of Newfoundland for the year 1904, by Joseph O'Reilly, Fishery Commissioner.

HON. ELI DAWE, Minister of Marine and Fisheries.

SIR,—I have the honour to report on the work of the Fisheries' Protection Service under my charge during the past season, as follows :—

The vessels engaged in the services were :

Name.	Date of Commission.	Date of Paying off.
Schooner "Enterprise".....	May 1, 1904.	Aug. 1, 1904.
Yacht "Minnie Clinton".....	May 2, 1904.	July 2, 1904.
Yacht "Vigil".....	June 1, 1904.	July 8, 1904.
S. S. "Fiona".....	April 22, 1904.	Aug. 9, 1904.
S. S. "D. P. Ingraham".....	Sept. 10, 1904.	Sept. 24, 1904.

The schooner *Enterprise* was in charge of Constable William March, and cruised in Placentia Bay during the herring baiting season. In caplin time she moved outside and cruised from Burin East, making Jean de Bay her principal anchoring place. A large number of Canadian and American fishing vessels baited at this place, and occupied a considerable portion of Mr. March's time. Constable March is an excellent officer, and has rendered good service to the Department, especially

in connection with the lobster fishery in and around Placentia Bay. This season March was ably assisted in his work by the master of the cruiser, Mr. Thomas Mitchell, whose long experience and deep interest in matters connected with the fisheries and their preservation is so well known.

The yacht *Minnie Clinton* was in charge of Mr. Henry Clinton, Tidewaiter, St. Jacques, and cruised in the inside arms of Fortune Bay during the herring baiting season, and moved from place to place to seiners. In caplin time she cruised on the South side of the bay, visiting all the principal caplin coves between Grand Bank and Grand Beach. In other seasons the *Minnie* was stationed principally at Dantzig Cove, but on account of it being an exposed place, with no harbor or place of shelter near, she was considered too small and unsuited for the work. The *Minnie* is owned by the Customs Department; two of the men are also supplied by the Customs; the third man, during fishery time, is paid by this Department. She went out of commission on the 2nd of July, when the extra man was paid off.

The yacht *Vigil* was in charge of John Camp, Sub-Collector of Customs at Pushthrough, and cruised in Bay d'Espoir and Connaigre Bay during the herring baiting season; in caplin time she was stationed principally in Dantzig Cove, and visited some of the caplin coves between there and Lamaline. Mr. Camp did good work: his being an experienced banking captain and used to rough water made his services valuable to the Department.

The S. S. *Fiona* was under my charge. In the early part of the season we cruised from St. John's to Burgeo. We also made a visit to Trinity Bay in connection with the schooner *Hazel R. Hines*, of Gloucester, the captain of which was charged with a breach of our Customs and Fishery Laws. In August we extended our cruise down the Straits as far as Port Saunders, where some special matters in connection with the fisheries were dealt with. I had a general supervision of the whole service, and I am sorry to say that I am unable to state what I have been stating for the past seven or eight years, and that is that the service was a complete success. This year the service was not a complete success, and this non-success was caused by circumstances over which I had no control. In caplin time there were many violations of the Bait Act, principally by the people from Lowries, Lamaline, Point au Gaul, Roundabout and Lawn. Several arrests were made by us when the parties who had exported bait to St. Pierre were returning. As it was then in the height of the fishing season, it was thought advisable to take bonds from the prisoners to appear when called upon instead of having them take their trials, and in all probability being sent to gaol for terms of imprisonment. This merciful proceeding was at the time considered prudent, and, as it was thought, would be sufficient to deter the people from further violations of the law. Instead of this being the case, the very people who had signed bonds and been allowed to go and prosecute their summer's voyage were not deterred, but went on with their illegal work, and by their actions induced others to do the same, some of them going as far as to go into the coves where our special officers were stationed and,

in defiance of their authority, forcibly hauled the caplin and exported them to St. Pierre. I have the names of a number of men who violated the law, all of whom should be prosecuted after their summer's fishery is over. When I found that a merciful proceeding was of no avail, it was decided to arrest all parties found violating the law. Three boats from Lamaline and Point au Gaul were found with caplin on board bound for St. Pierre. We seized the boats and towed them to Burin. The men were brought before Magistrate Avery at Burin, and, being found guilty of a violation of the Bait Act, they were sentenced to pay a fine of two hundred dollars each or two months imprisonment. This proceeding was absolutely necessary, and immediately put a stop to the exportation of caplin to St. Pierre from this locality. Some days later we arrested seven men from Lowries who were found by us putting caplin bait on board a French brigantine, which had been laying off the shore all day and at night came near shore and took some fifteen hogsheads of caplin on board. The brigantine was not anchored at the time—she was laying with her topsails to the mast, and when Captain Robert saw us he squared away for St. Pierre under full sail. It was blowing hard at the time from the south-east with heavy rain, and we were unable to board the vessel. We signalled the captain to heave to, but he would not answer our signal and kept on his course for St. Pierre. The Lowries men were taken to Grand Bank and brought before Magistrate Forsey. They were convicted of a violation of the Bait Act, and were each sentenced to pay a fine of one hundred dollars, or in default thirty days imprisonment.

I am forwarding a list of persons prosecuted for violations of the Bait Act and Coast Fisheries Regulations during the past year.

In the month of September complaint was made to the Government that a large traffic with St. Pierre was in progress, and that our fishermen were exporting squid as bait to St. Pierre. All this time the S. S. *Fiona* was engaged taking the Supreme Court on Circuit around the coast, and was not available for fishery work. The S. S. *D. P. Ingraham* was engaged. I joined the ship at Placentia on the 12th of September and proceed west. Along the coast from Burin to St. Lawrence there were several French fishing vessels. Some were anchored and some were laying around some distance off shore, but all were inside the three mile limit. These vessels were all looking for bait, and were laying off shore in order to get our fishermen to bring the squid out to them. I boarded several of the vessels that were inside the limit. The ones that I boarded were new arrivals and had no squid on board. I explained the law to the captains and warned them to leave, which they did. We also boarded several boats on their way to and from St. Pierre, and found four with large quantities of squid on board bound for St. Pierre. We seized the boats and arrested the masters. The squid were thrown overboard. Bonds were taken from the captains and the crew to appear when called upon after the fishing season.

The following is a list of persons prosecuted for violation of the Bait Act and Coast Fishery Regulations during the past season :—

Name of Offender.	Residence.	Offence.	Sentence.
Amos Hillier	Lamaline	Violation Bait Act—exporting caplin to Saint Pierre.	Fine, \$200 or two months' imprisonm't
James Pike.....	do	do	do
Henry Crews.....	Point au Gaul	do	do
John Hillier.....	do	do	do
Samuel Hillier.....	do	do	do
Eli King	do	do	do
John R. Hillier.....	High Beach	Violation Bait Act—shipping caplin on board French brig.	Fine, \$100 or one months' imprisonm't
John Bonnell.....	do	do	do
Patrick Stany	Lowries	do	do
John Stany.....	do	do	do
William J. Stany	do	do	do
Peter G. Stany.....	do	do	Discharged ; called as witness.
John C. Hillier	do	do	do
John S. Evitts.....	Bay of Islands.....	Violation Bait Act—selling herring to American vessel ; captain not having license.	Fine, \$100 or one months' imprisonm't
Edward Sheppard.....	Miller's Passage.....	Violation Bait Act—exporting caplin to Saint Pierre without license.	Bond, to appear after fishery.
Paul Pike	Lawn Bank.....	Exporting caplin to Saint Pierre.	do
Robert Ronal.....	do	do	do
Peter Connors	Lawn	do	do
David Strong	do	do	do
Thomas Manning.....	do	do	do
Anthony Edwards.....	do	do	do
Albert Bonnell.....	Lamaline	do	do
Thomas Bonnell.....	do	do	do
Francis Gillmouth	do	do	do
Kyran Walsh.....	do	do	do
Pierre Harnett.....	do	do	do
Emile Elliott.....	do	do	do
James Rollands	Morteir Bay	Exporting squid to Saint Pierre without license.	do
Boat "Winnie," Robert Molloy	do	do	do
Frank Coady.....	do	do	do
John Brake	do	do	do
Boat "George Brake," William Fitzpatrick	do	do	do
John Power	do	do	do
Wilson Dicks	Flat Islands	do	do
George Miller	do	do	do
Richard Hipditch	do	do	do
George G. Doggett, Schr. "Aldine."	Gloucester, U.S.A.....	Violation Bait Act—hauling, taking and purchasing herring for exportation without license.	Fine, \$500.

SHORE PROTECTION.—In past seasons the services of some of the resident fishermen along the coast were availed of with good results. This year such was

not the case. In some of the places the officers that were appointed to the prevent the exportation of caplin to St. Pierre engaged in the work themselves and induced others to violate the law. To carry out provisions of the Bait Act successfully another year, different methods will have to be adopted. I would suggest that a station be established at Lamaline with a steam launch attached. Morgan's Island would be a most suitable place on which to have a house built. In the interests of the revenue such a station is almost a necessity even now. A well equipped steam launch would control the traffic with St. Pierre and would be the means of killing out the petty smuggling that is now going on. Each season we have twelve special officers employed between Dantzic and Little Lawn during caplin time. If a steam launch were stationed at Morgan's Island these officials could be dispensed with. If the law is to be carried out some such arrangement as suggested is absolutely necessary.

BAIT.—In the early spring herring was not very plentiful. There was a fair supply at Long Harbour, Fortune Bay, and at Connaigre Bay. The price of herring bait was high—from ten to twenty-five dollars per dory load. There was a large fleet of American vessels and a number of our local banking vessels in Long Harbour about 2nd May. Two seiners had hauled herring and there was a rush to get them. All the Americans got their bait before any of our local bankers. Complaint was made to me about the matter and I took depositions from Captains Kennedy and Patten, who requested that they should be forwarded to the Government which was done by me. The matter is of such importance that I think it advisable to insert these depositions.

Southern District, }
 Long Harbour, }
 To Wit: }

NEWFOUNDLAND.

The examination of Walter Kennedy, Master Mariner, schooner *Beacon Light*, of Burin, who saith:—

“I started from Burin on the 9th day of April in the banking schooner *Beacon Light*. I have a crew of sixteen men; they are all family men but two. We have been looking around for bait nearly a month now, I came into this place two days ago. There was some herring hauled by Diète of St. Jacques, and Pope of Slone's Cove.

There were some twelve or fourteen Newfoundland banking vessels and about the same number of American vessels wanting bait. The herring were selling for twenty dollars a dory load or about two dollars per barrel. All the American vessels except two were given their bait, and not a barrel would be sold to any Newfoundland skipper. We offered the same price as the Americans were giving, and would have been satisfied to take our turn. I offered Captain Diète the same amount of money for the herring as the Americans were giving, and told him he was not treating us fairly, and if I had sufficient help I would get bait or I would trip his seine. We Newfoundlanders are always treated unfairly in this bait business. American vessels are always given the preference even when the price is the

same. We feel it keenly to see the Americans coming into our harbours and bays and getting baited and sailing away, leaving us to look on. If something is not done in the way of protecting us in our rights I fear that trouble will arise. Yesterday Captain Brown, of Burin, was in Diète's bait-skiff after engaing his bait and waiting to get his dories in, when an American captain named Ridder came along took Brown's turn and bought the bait he (Brown) was to have got. Brown is here now without any bait as well as all the other Newfoundland vessels.

(Sgd) WALTER KENNEDY."

Declared before me this 5th day of May, A.D. 1904.

(Sgd) JOSEPH O'REILLY, J.P. for Newfoundland.

Southern District, }
Long Harbour, }
To Wit :

NEWFOUNDLAND.

The examination of Walter Patten, Master of the schooner *Nerid*, of Grand Bank, who saith :—

I am Master of the schooner *Nerid*. We have eighteen men as crew. They are all nearly family men. I have been eighteen days going around looking for bait. We came into this place yesterday. There were some twelve or fourteen Newfoundland vessels and about the same number of Americans waiting for bait. Two seines hauled herring. We offered the same price as the Americans were giving, but we were not allowed any. All the American vessels except two secured their bait. If we were allowed our turn to take bait we would be satisfied. If there had been one hundred American vessels here yesterday they would have baited before us. We consider it unfair to see foreigners come into our harbours and take bait before us, when we are offering the same money. I always pay cash down for my bait. This thing happens every season. The Americans always get the preference and are baited before us. The only reason I can assign for the seine-masters giving the Americans the preference in getting their bait is, that the American captains are more generous and give things to them in the way of presents which tends as an inducement to the seiners to bait them first. All the American fishing vessels bring large supplies in the way of tobacco, boots, oil clothes &c., and these stores are often used when they are purchasing bait, and enter into competition with us who have no stores to dispose of.

(Sgd) WALTER PATTEN.

Declared before me this 4th day of May, A.D. 1904.

(Sgd) JOSEPH O'REILLY, J.P. for Newfoundland.

Herring were very scarce in Placentia Bay all the Spring, in fact the fishery was almost a complete failure. The fishing boats had to come to Fortune and Connaigre Bays for bait and had to pay big prices for herring there.

Some of our most experienced and expert seine masters are of opinion that the

use of herring traps should be allowed, and consider that the trap would be a more economical method of taking herring than either nets or seines. All our seine masters agree that the setting and using of lobster traps is the means of driving the herring off from the shore. This spring, in Connaigre Bay, nearly all the herring that were hauled were taken between ten o'clock at night and two or three o'clock in the morning, or in other words, during the hours when the lobster fishermen were not using their traps.

Caplin struck in on our coast about the 16th of June. There was no large body of caplin came to land, but there was an abundance for bait purposes. Caplin were a week or more later in landing at Miquelon than our shore, and then they came only in small quantities. Caplin were scarce at Miquelon all the season and only a number of French vessels got any there. Owing to the scarcity of bait the price of caplin in St. Pierre was high, and in some cases as much as ten dollars per hogshead was paid for them. During the past few seasons both caplin and herring have been getting scarcer, and the difficulty of obtaining bait seems to be increasing each year. Squid bait was also scarcer this season. There was little or none to be had on the banks, and it was only inshore and around some of the principal jigging places that they could be got in any quantities. There was very little caplin or squid about St. Pierre this season, and in consequence the prices of all kinds of bait were high, which would be one reason for the many violations of our Bait Act by the French captains and our own people.

LICENSES FOR FRENCH FISHING VESSELS. —The same regulations as to the issue of licenses under the Foreign Fishing Vessels' Act prevailed as in former years. The following is a list of the United States vessels that took out licenses to purchase bait in 1904. It also shows the number of American vessels calling at ports West of Ramea, where fishing privileges are granted United States subjects, and not taking Bait Licenses.

Name of Vessel.	Tons.	Port of Registry.	Port Issue.	Amount.
Hiram Lowell	95	Gloucester.....	Burin	\$142 50
Henry M. Stanley.....	83	"	"	124 50
Horace B. Parker.....	62	"	"	93 00
Parthia.....	77	"	"	115 50
Elizabeth Ann.....	102	"	"	153 00
Arabia	86	"	"	129 00
Effie Morrissey	83	"	"	124 50
Lucinda Lowell.....	77	"	"	115 50
Judique	89	"	"	133 50
Orpheus	73	"	"	109 50
Madonna	79	"	"	118 50
George Campbell.....	78	"	"	117 00
S. P. Williard	87	"	"	130 50
Sceptre	90	"	"	135 00
Masconna	67	"	"	100 50
Ellen M. Goodwin	86	"	"	129 00
Jennie B. Hodgson.....	85	"	"	127 50
Edward Trevoy.....	66	"	Burgeo	99 00
Mystery	89	"	Bay Bulls	133 50
Maryland	86	"	"	129 00

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Name of Vessel.	Tons.	Port of Registry.	Port Issue.	Amount.
Preceptor	89	Gloucester.....	Bay Bulls	\$133 50
Argo	79	"	Bonne Bay	118 50
Bohemia	86	"	Belleoram	129 00
Senator	75	"	Channel	112 50
Mabel D. Hines.....	92	"	Fortune	138 00
Elector	84	"	Hr. Breton	126 00
Dora A. Lawson	93	"	"	139 50
Margaret	107	"	"	160 50
Whyland.....	96	"	"	144 00
Agnes	75	"	"	112 50
Norma	77	"	"	115 50
Cavalier	96	"	Pushthrough	144 00
Valkyra	104	"	"	156 00
Indiana	88	"	"	132 00
Squanto	95	"	"	142 50
Maggie & May.....	88	"	"	132 00
Atlanta	74	"	Port Saunders	111 00
Harvard	76	"	St. John's	114 00
Dictator	92	"	St. Mary's.....	138 00
Blue Jacket	86	"	St. Jacques	129 00
Essex	86	"	"	129 00
Senator Gardner.....	94	"	"	141 00
Alice R. Lawson... ..	85	"	"	127 50
Hazel R. Hines.....	79	"	"	118 50
Columbia	89	"	"	133 50
Corona	82	"	"	123 00
I. L. Nicholson	92	"	"	138 00
Helen F. Whitten	92	"	"	138 00
Lawrence A. Monroe.....	84	"	"	126 00
Theodore Roosevelt..	90	"	"	135 00
Gladiator	75	"	"	112 50
Independence	109	"	St. Lawrence.....	163 50
Harry A. Nickerson.....	83	"	"	124 50
Arkona	97	"	"	145 50
William Morrissey.....	93	"	"	139 50
Robin Hood.....	65	"	"	97 50
Alhoa	100	"	Rose Blanche.....	150 00
				\$7,330 50

Name of Vessel.	Tons.	Port Registry.	Port Issue.
Mary F. Curtis.....	89	Gloucester.....	No License purchased. Baited at Connoire Bay
Mary G. Power	90	Boston, Mass	do
Flirt.....	89	Gloucester.....	do
Arbitrator	97	"	do
Fanny Bell.....	90	"	do
Admiral Dewey .....	...	" .....	No License. Called at Bay Bulls.
Mary G. Power	90	Boston, Mass	Forcibly took herring bait at Port Saunders.
Maggie Sullivan.....	123	"	No License. Called at Burgeo for bait.
Weonoah	88	Gloucester.....	do
Oregon	79	"	do
Blanche	78	"	No License. Called at Bay Bulls for bait.
Puritan	62	"	do
Carrie W. Babson	62	"	do
Landseer	71	"	do
J. M. Nicholson.....	90	"	do

As regards the return of United States vessels calling at ports West of Ramea and purchasing bait without having procured a license, it will readily be seen how unfair this is. Some effort should be made to have those Gloucester captains conform to the law. The system now in force for the collection of Fishing Licenses does not work satisfactorily, and great dissatisfaction exists amongst the Customs officials whose duty it is to collect those moneys. They have always contended that this is extra work imposed on them. I am well aware that on some occasions the collection of this license fee entails great hardship on the officers. They feel that it is not fair to them to have to do this work without getting some compensation for it. In Canada this license fee is collected by the Customs officials, but they are allowed a commission for collecting it. I would respectfully suggest that a change be made and that a commission of five per cent. be allowed, the same as is allowed by the Customs Department for the collection of Light Dues. This would compensate the officers and make them feel that they were fairly treated in the matter. If such were done I am confident that the Department would be the gainer by an increased amount of revenue from this source.

The following is a list of Canadian vessels that obtained Licenses to take bait on our coast during the past season. These licenses were issued under the provisions of the Bait Act, 1888.

Name of Vessel.	Port of Registry.	Tons.	Port of Issue.
Saratoga	Lunenburg	82	Burin.
Coronation.....	"	99	"
Hilda C.....	"	99	"
Lilla B. Hirtle	"	98	"
Alma Nelson	"	99	"
Barcelona.....	"	99	"
Glyndon	"	99	"
Grace Darling.....	"	99	"
Ben Bolt	"	90	"
Flo. F. Madder.....	"	99	"
Bouake	"	100	"
Agatha	"	92	Burgeo.
Blanche	"	78	Bay Bulls.
Puritan	"	62	"
Harold	"	99	"
Bazil M. Geldert	"	99	"
Minnie M. Cook.....	"	84	Burgeo.
Tasmania	"	99	"
Ukon	"	97	Ferryland.
Mizpah	"	100	"
Oregon	"	99	"
Meteor	"	99	"
Polino	"	99	"
Emulator	"	99	"
Manhattan.....	"	99	"
Speculator	"	99	"
Mary E. Smith.....	"	99	"
New Era.....	"	116	"
Iona.....	"	98	"
Roma.....	"	110	"
Masie.....	"	110	"
Cyril	"	99	"
Campania	"	89	"

Name of Vessel.	Port of Registry.	Tons.	Port of Issue.
Premiere	Lunenburg	99	Ferryland.
Lucinia	"	99	"
Shamrock	"	88	"
Oceanic	"	99	"
Madora	"	99	"
Karmoe	"	97	"
S.S. Troop	"	97	"
Ulca	"	98	"
Moran	"	99	"
Latooka	"	99	"
George R. Alston	"	99	"
Calevera	"	90	"
Mollie Mack	"	99	"
Carlrairie	"	99	"
Demering	"	85	St. Mary's.
Markland	"	"	"
Alexandra	"	93	"
Viking	"	96	"
Ahave	"	85	"
St. Helena	"	99	"
Mariner	"	99	"
Ethel	"	99	"
Kandahar	"	100	"
Arkansas	"	111	"
Defender	"	98	"
Alcades	"	99	"
Cardinia	"	99	"
Acadia	"	91	"
Collector	"	98	"
Valeria	"	99	"
Urania	"	99	"
Stanley	"	100	"
Reliance	"	96	"
Scintilla	"	92	"
Beatrice F. Mark	"	99	"
Clara	"	100	"
Aquinalda	"	99	"
Victoria	"	100	"
Coronation	Yarmouth	99	St. Jacques.
Lilla D. Young	"	99	Pushthrough.
Glenwood	"	98	Channel.
Australia	Lunenburg	88	"
Columbia	"	98	Trepassey.
J. M. Young	"	99	Cape Broyle.
G. B. Smith	"	99	"
Annie M. W	"	98	"
Juanita	"	100	"
Mindora	"	80	"
Torato	"	92	"
Flora W. Spinney	"	95	"

The above list is not complete. There are over one hundred Canadian fishing vessels that come to our coast for caplin and squid bait, especially for caplin, and this large fleet of vessels have no other place to get caplin bait and could not carry on their bank fishery without it.

I have honour to be, Sir,

Your obedient servant,

(Sgd.) JOSEPH O'REILLY,

Commissioner.

William March, Police Constable, Commander of the schooner *Enterprise*, reports as follows :—

Harbour Buffet,
September 20th, 1904.

SIR,—

I beg to submit my report on the Fisheries and Bait Protection service for 1904. First week in May I proceeded to Placentia and joined the schooner *Enterprise*, William Mitchell, Master, and sailed for Ship Harbour thence to Long Harbour, Ramea, Harbour Buffet, and other harbours in Placentia Bay. I made the usual inspection of lobster canning establishments and found them clean, and properly fitted for the work, an improvement due to the annual inspection of these factories.

I received information that some parties at Pinch Gut had violated the law by packing lobsters last October. I had the parties, five in all, summoned before the Magistrate at Sound Island, who fined them twenty dollars each, or in default two months imprisonment. They signified their intention of paying the fine, and were allowed a little time to do so.

Herring was very scarce in Placentia Bay this Spring, very few vessels being able to get a supply of bait. This points to the necessity of having Cold Storage Bait Depots erected in the principal fishing centres, so that the necessary bait could be stored and supplied. This scarcity of bait means a loss of several thousand quintals of fish to those engaged in the fishery, and consequently a loss to the revenue of the Colony. All this could be remedied at a moderate cost sufficient to supply a few small bait depots in the Bay. What applies to Placentia Bay applies equally to other bays throughout the Colony, and the sooner the remedy is applied the better for all concerned.

On the first of June we proceeded to Burin to prevent the carrying of bait to St. Pierre and to guard the coast along Placentia Bay. Caplin made their appearance early in June, but the boats and vessels were not baited until the 16th. Thirty four foreign vessels visited this part of the coast for bait. I have sent the list of those vessels to you, giving names and tonnage of each. I am pleased to report that no attempt was made on this part of the coast to violate the Bait Act, although great inducement was held out by the French fishermen, as much as \$10 per hogshead being offered for caplin.

All the foreign vessels having left, and the caplin becoming scarce, we found it unnecessary to remain longer guarding the coast, and left on the 7th of July for Sound Island and intermediate places. Some complaints were made of lobster fishermen setting traps too near each other, but a little advice to the parties causing the trouble was all that was necessary in having it remedied.

All the factories around the Bay closed on the 20th of July. The lobster fishery is not equal to that of last season.

The codfishery for traps, with a few exceptions, has been very poor, and reports from trawl fishermen are not encouraging. On the whole a shortage will be experienced, which will be made up to some extent by the high prices obtained.

(Sgd.) WILLIAM MARCH,

Hon. E. Dawe,

Constable.

Minister of Marine and Fisheries.

HON. E. DAWE, Minister of Marine and Fisheries.

SIR,—In accordance with instructions from your Department, I beg to submit the following report on the Lobster, Cod and Salmon fisheries on the Treaty Coast.

From the bottom of St. George's Bay I went around the coast by way of Cape St. George to Red Island. From the Gravels, in St. George's Bay, to Cape St. George, a distance of 23 miles, there are 130 residents. Fishermen take on this part of the coast an average of 25 quintals of cod per man. In 1903 the total catch of lobsters on this part of the coast was 400 cases. The majority of the fishermen can their own catch of Lobsters.

RED ISLAND.—Red Island is about one mile from the mainland and about three miles in circumference. There is no harbour on the island, only a small cove. In this cove M. Chretien, of St. Pierre, carries on the lobster and codfishery with a crew of 33 men. His total catch of cod for 1903 was 2,250 qtls., and 160 cases of lobsters. The island is so situated that it is undoubtedly one of the most important fishing stations on the West Coast. Red Island contains more than 20 acres of arable land. There is an abundance of wild hay, but no timber.

BLACK DUCK BROOK.—Further north is Black Duck Brook lobster factory, owned by Trajan of St. Pierre. It is worked by a crew of 17. In 1903 the factory put up 400 cases of lobsters. The catch the present season has been 500 cases. The lobster fishery has not been so successful for a number of years on this part of the coast as it has been the present season.

LONG POINT.—From Red Island to Long Point is 23 miles. The people at this place are in good circumstances, having good houses, cultivated land and cattle. Everything connected with this place shows that the lobster and codfisheries have proved remunerative.

At Long Point 40 fishermen from St. Pierre fish every season. They go back to St. Pierre the last of July. Their catch of cod this present season was 20 quintals per man. The codfishery was fairly good from Cape St. George to the east side of the Bay of Islands. From there to Brig Bay it was nearly a failure.

TWEED AND PEARL ISLANDS.—The fishery at Tweed Island and Pearl Island is carried on by fishermen from St. Pierre. Codfish is more abundant around these islands than at most places on the Treaty Shore. There are no fishermen from France

fishing here or from here to Cape St. George. All the fishermen from France, to the number of 338, station themselves for the season at Port au Choix, St. John's Island, John Meagher's Cove and Crouse. In all these places, except Crouse, both the Lobster and codfishery are carried on conjointly. At all these last named harbours the codfishery has been nearly a failure during the past season, but the lobster fishery has been better than for years past.

CATCH OF LOBSTERS.—In 1903 the French took 4,092 cases of lobsters. Judging from the increased catch up to the date of my visit to the West Coast, the total French catch of lobsters for this year (1904) will not be under 6,000 cases, and the catch by British subjects will be over 7,000 cases.

Under present circumstances it is very difficult to obtain a correct estimate of the quantity of lobsters caught on the Treaty coast. Every resident fisherman is catching and packing lobsters, some of which are sold to trading schooners.

Treaty Coast fishermen do not conform to the rules and regulations governing the lobster fishery on the other parts of the Newfoundland coast. There is no restriction on them taking the immature and small lobsters. They do not recognize any close season. It must be observed that there are very many persons on the Treaty Coast who are fully aware of the detrimental effects of the present unrestricted and irregular prosecution of the lobster fishery, and they would gladly welcome the enforcement of regulations tending to the preservation of the fishery. I would beg to suggest that from August 1st till August 29th be made a close season for lobster fishing on the coast, and that the law regulating the space of the lower laths of traps be enforced.

As we are already aware that the lobster fishery needs protection for its continuance, it will be seen that the abolition of French privileges and the consequent evils will result in the development of both the cod and lobster fisheries on that coast.

The difficulties of travelling on the West Coast—the absence of roads, and the isolation of the little coves—are all evidences of how much the development of that portion of the island has been retarded by the presence of the French.

Owing to these drawbacks in locomotion, the satisfactory supervision of the lobster and salmon fisheries is rendered very difficult. To perform the work of fishery inspection in a satisfactory manner, a more expeditious means of going from cove to cove and from river to river is necessary. The most suitable means of locomotion on the West Coast is a small steam launch. A sailing vessel is unsuitable because the prevalence of high squally winds from the highlands renders sailing along shore dangerous, and causes considerable delay.

WANT OF BAIT.—A great drawback to the fishing industry on that coast is the want of bait. Though there was a plentiful supply of caplin in 1903 from

Port au Choix northward, this supply this year was very short. From Port au Choix southward no caplin have been taken for years. It is probable that the absence or scarcity of caplin on this part of the coast is due to the disturbance of the caplin schools by the large number of lobster traps strewn along the coast. It would be a great advantage to the fishermen if cold storage depots for bait preservation were established along the coast. The development of the codfishery is retarded by the scarcity of bait supply. French fishermen at Port au Choix use shell fish for bait when there is a scarcity of other bait.

Fishermen on the North part of the Treaty Coast take lobsters until late in October. To obtain the correct report of the quantity of lobsters taken, it would be necessary to go over that coast after October. From data collected during my inspection, and from reports received from lobster packers, I believe that my estimate of the catch this year will be pretty approximate.

The following is a statement of the catch of lobsters from Codroy to Current Island, the most northerly lobster factory on the Treaty Coast :--

From Codroy to Fox Island, Port au Port.....	2,000 cases.
From Fox Island to Current Island	5,500 cases.
Total French catch.....	6,000 cases.
<hr/>	
Total French and English Catch	13,500 cases.

I beg to call attention to the remarkable increase in the catch of lobsters during the past three years, notwithstanding that the number of men employed has remained stationery :

Cases packed by British.	Cases packed by French.
1902.....4,364	1902.....3,156
1903 .....6,000 (approx.)	1903 .....4,092
1904.....7,500 do	1904.....6,000 (approx.)

I would also beg to state that I am of opinion that the work of enforcing the regulations relating to the lobster fishery on this Coast will be attended with some difficulty, at least for a few years. As I have previously stated, every resident fisherman along the outer coast line, clear of the Bays, from Cape St. George Northward, as well as those who go on that coast for the summer fishery, is packing lobsters. It will be a difficult matter to refuse licenses to any of those who have been engaged in canning for years past. Yet to supply all of them with licenses would mean the granting of between two hundred and three hundred licenses.

Perhaps a way out of the difficulty would be to grant a license only on the payment of a small fee. This fee would help in defraying the expenses of fishery protection, and at the same time would procure the registration of packers. The law should be rigidly enforced against those who may pack lobsters without having obtained a license. In case it be proven against any packer that he has infringed the

fishery rules, or has packed an inferior grade of lobster, his license should be taken from him.

SALMON FISHERY.—The coast line salmon fishery is not carried on to any extent on this coast, except in St. George's Bay. Messrs. Hayes and Nardini exported 20 tons of iced salmon during the past summer.

Mr. W. F. Seeley, of Argyle, Nova Scotia, put up during the past season 70 cases of boneless cod, and 100 cases of halibut, and 1,000 cases of lobsters. This has been their first venture on the coast. They buy the lobsters and other fish canned by them. They intend extending their business next year by purchasing other factories.

There was a large number of sportsmen on the West Coast during the past summer. All those whom I met were pleased with the excellent sporting opportunities.

Torrent and East River, in Hawke's Bay, and Genevive Brook are the best rivers for sport North of Bonne Bay. Only a few sportsmen fished on these brooks during the past season.

(Sgd.) N. FITZGERALD.

HON. ELI DAWE, Minister of Marine and Fisheries.

SIR,—I beg leave to submit my report of the whaling factories under my supervision for the year ended Dec. 31st, 1904.

During the season I visited thirteen whaling stations, extending north as far as Cape Charles on the Labrador, and around the Island of Newfoundland.

My first visit of inspection was to the whaling factory at Aquaforte. Here the whale fishery had been very successful, and up to May 30th fifty-two whales had been captured. Matters here were not satisfactory as I saw a number of whale carcasses moored in the waters of the harbor. This I found was in a measure unavoidable, as the catch of whales was larger than expected, and the guano factory which it was thought would be completed earlier in the season, was not ready in time to consume the carcasses. I was assured that this condition of affairs was only temporary. However, I decided to make a second visit later in the season. This I did, but found that though the guano factory was running to its full capacity, matters had not improved. The number of whales caught at this station up to the time of my second visit, on July 30th, was 160, and though some carcasses had been towed to the guano station at St. Mary's, and the guano plant running daily, yet there were upwards of forty carcasses moored near the guano plant. I did not, however, consider that proper precaution had been taken to prevent the accumulation of the carcasses, and that the work of removing the carcasses ought to have been undertaken earlier. I therefore immediately reported the condition of affairs

to the Department of Marine and Fisheries, with the result that the manager was fined \$100.00 and costs, which no doubt will have the effect of preventing a repetition of the same offence.

At Cape Broyle everything was satisfactory. The whale and guano plants at this station are combined, and are of large capacity, and the whales are put away as fast as they are caught.

St. Mary's, Balena, Rose au Rue, Bay Chaleur, St. Lawrence and Dublin Cove factories I am pleased to report were in a satisfactory condition. Balena, St. Mary's, Rose au Rue, Chaleur Bay, St. Lawrence, were actively engaged during the season, but Dublin Cove station was not completed until June 14th, and had only secured six whales, and the whaling steamer at this station having been transferred to the station at Lance au Loup before the season closed. When I visited the whaling factory at Maggoty Cove, S. W. Arm of Trinity, a complaint reached me that the people living at Peace Cove, Trinity North, were much inconvenienced by the offensive odour from the guano plant during westerly winds. I enquired into the matter at Peace Cove, and afterwards saw the manager of the factory and asked him to use every precaution in the future to leave no cause for complaint, and feel sure that the manager complied with my request in this respect.

The new whaling station at Beaverton had not begun operations until October ; the first whale caught was on October 7th, and up to November 27th had captured 28 whales. Everything at this station was very satisfactory.

Safe Harbour and Lance au Loup factories were opened during the past season, and at the time of my visit were doing fairly well. The factories were clean, and there were no breaches of the law. When I visited the new whaling station at Cape Charles, Labrador, on August 9th, although forty whales had been captured in a short time, having only commenced fishing late in the season, I saw that the law had been complied with, but on my second visit on October 10th, six whale carcasses were moored near the whaling station. The difficulty here was that the whales were caught faster than the guano plant could consume the carcasses. On my return to St. John's I reported the condition of affairs that existed at this station to the Department of Marine and Fisheries.

St. Lawrence factory, owned by Dr. Rismuller, is the headquarters or training school for the guano business, as at the time of my visit two men were there learning to take charge of factories about to be opened.

During the past year the number of whaling factories have been doubled, seven new factories having been put in operation this season, which makes a total of fourteen factories now established.

The following are the new factories which have been in operation this season :

1. Beaverton, commenced fishing on or about October 7th, 1904.
2. Safe Harbour, commenced fishing on or about Aug. 15th, 1904.
3. Trinity, commenced fishing on or about July 19th, 1904.
4. St. Mary's, commenced fishing on or about June 2nd, 1904.
5. Dublin Cove, commenced fishing on or about June 15th, 1904.
6. Lance au Loup, commenced fishing on or about July 15th, 1904.
7. Cape Charles, commenced fishing on or about June 18th, 1904.

In addition to these fourteen factories, four others are in course of erection, viz :
Hawke's Harbor, Labrador, Harbor Grace, Port Saunders and Lark Harbor.

The following is a complete list of whale factories now in operation with their returns for this season :—

No. Factories.	Whales	Quality.	Oil, Gals.	Guano, Tons.	Bone, Tons.
1. Balena	82	57 Sulphur. 9 Humpbacks. 11 Finbacks. 5 Seih.	108,435	290	423
2. Snook's Arm.....	59	4 Humpbacks. 55 Finbacks.	57,515	138	160
3. Bay Chaleur.....	142	82 Sulphur. 23 Finbacks. 7 Humpbacks. 30 Seih.	156,100	401	324
4. Rose au Rue.....	155	48 Sulphur. 69 Finbacks. 35 Humpbacks. 3 Seih.	224,560	489	387
5. Beaverton.....	28	22 Finbacks. 6 Humpbacks.	37,690	57½	50
6. St. Lawrence.....	112	37 Sulphur. 65 Finbacks. 9 Humpbacks. 1 Seih.	192,024	502	200
7. Cape Broyle.....	150	53 Humpbacks. 91 Finbacks. 6 Sulphur.	122,194	411	578
8. Cape Charles	104	31 Humpbacks. 70 Finbacks. 3 Sulphur.	90,594	193¾	190
9. Dublin Cove.....	6	4 Sulphur. 2 Humpbacks.	6,693	4½	5
10. Launce au Loup	49	1 Sulphur. 39 Finbacks. 9 Humpbacks.	53,544	51½	90
11. St. Mary's.....	63	12 Sulphur. 31 Finbacks. 20 Humpbacks.	58,590	112	100
12. Aquaforte	198	9 Sulphur. 103 Finbacks. 86 Humpbacks.	170,821	286	160
13. Trinity.....	68	1 Sperm. 3 Sulphur. 59 Finbacks. 5 Humpbacks.	115,416	294	126
14. Safe Harbor.....	59	2 Sulphur. 52 Finbacks. 5 Humpbacks.	98,280	281	110
	1,275		1,492,456	3,511	2,603

In addition to the oil obtained from the blubber a considerable quantity is got from the carcasses after they have been handed over to the guano factory. The oil obtained from carcasses at the guano plants, and not included in the above table is as follows :

	Gallons.
Rose au Rue	60,480
Bay Chaleur.....	48,132
Balena	32,760
Cape Broyle	54,180
Snook's Arm.....	19,152
St. Mary's	33,012
Aquaforte	48,132
Total ..	295,848

St. Lawrence, Cape Charles, Trinity, Safe Harbour, Lance au Loup, Dublin Cove, and Beaverton : the returns from these stations include the oil obtained from the carcasses as well as from the blubber, as the guano plants at these stations are managed by the companies owning the factories.

Total number of whales captured.		Quality—1903-4.	
Males	712	Sulphur Bottoms.....	264
Females.....	563	Humpbacks ...	281
		Finbacks	690
		Seih	39
		Sperm	1
	1275		1275

Guano.....	3,511 Tons.
Whale Bone.....	2,603 Tons.
Whale Finners.....	162 Tons.
Oil.....	1,788,304 Gallons.

The following is a return for the previous season, 1902-3 :

Total number of whales captured.		Quality—1902-3.	
Males.....	480	Finbacks	345
Females... ..	377	Sulphur Bottoms	225
Unknown	1	Humpbacks	287
		Quality unknown ..	1
	858		858

Guano.....	585 Tons.
Whale Bone.....	773 Tons.
Whale Finners.....	41 Tons.
Oil.. ..	962,951 Gallons.

It will be readily seen from the foregoing statements how the whale fishing industry has increased during the past season.

During my visits I found that many people were under the impression that killing of whales would injure the codfishery, as they contend that the whales drive the bait fishes to land, and the codfish follow the bait to the shores. While at Cape Charles, Labrador, I found that last summer had been the only one for years that the caplin did not come to land at that place, and very few herring were seen at all during the early part of the season, but as the whale factory had not been completed, or the whaling industry commenced, until some time after the caplin season was over, this could not have been the cause of their non appearance. And again, some people are of the opinion that the towing of the whales pollutes the waters and drives the codfish and bait fishes off shore ; but at Cape Charles four fishermen had secured out of a codtrap moored within a few hundred yards of the whaling station an extra good voyage of fish ; in fact, the trap codfishery at Cape Charles and vicinity last season was the best for years.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) CHARLES WAY,

Inspector of Whale Factories.

ST. JOHN'S, February, 1905.

HON. ELI DAWE, Minister of Marine and Fisheries.

SIR,—I have the honour to submit the following report for the year ended 31st December, 1904.

During this year new stations have been under construction at the undernamed localities :

NEW LIGHT STATIONS.

Queenstown Point.....	Fogo Island.
Point Latine.....	Argentia.
Double Island	Labrador Coast.
Indian Tickle.....	Labrador Coast.
St. Michael's Head	Burnt Bay.
St. Lawrence	District of Burin.
Squarrey Head.....	Bonavista.

Of these the following have been completed :

Queenstown Point.	Point Latine.
Squarrey Head.	St. Michael's Head.

Double Island and Indian Tickle stations require one month to complete ; and some work has been done to St. Lawrence station.

NEW FOG ALARMS.

Work at Fog Alarm stations has been as follows :

Rose Blanche... .. Completed.
 Iron Island, Burin... .. Completed.
 Seldom-Come-By and Baccalieu... .. Buildings at both places
 nearly complete, and fog alarm plants in store here ready for
 shipment in the spring.

REPAIRS, &c., TO LIGHTHOUSES.

GULL ISLAND.—On the 2nd of July a fire destroyed all the wooden erections at this station. The iron tower alone remained intact, and the light was consequently maintained continuously. The saving of the light apparatus was due to the action of the keeper, Willis Purchase, who gave his attention to the closing of the door of the tower in which a quantity of oil was stored. In this he succeeded, thereby saving to the Colony the cost of a new lantern and light apparatus, value not less than two thousand dollars, not to speak of damage to the tower itself, and the time which would be occupied in replacing the light, at least a year. While occupied in saving the tower his personal effects with those of his wife were destroyed. At a low valuation his loss was \$150.00. The fire was first noticed under the eave of the eastern side of the dwelling, and must have been caused by the lodgement of a spark there. When this occurrence was brought under the notice of the Government, instructions were issued for the immediate reconstruction of the station. The new buildings were completed by the month of October.

NIPPER'S HARBOUR.—An addition has been made to the N. E. side of the tower for the better accommodation of the keeper's family.

LONG ISLAND, N. D. BAY.—The water at this station went dry during the summer. An iron tank and a quantity of iron bound barrels were furnished so that a supply could be procured from a distant brook.

S. E. END CHANGE ISLAND.—A covered passage way has been built to connect the tower with the dwelling; a well excavated and lined with earthen pipes. A store built and supplied with a stove for the accommodation of travellers in winter.

CABOT ISLAND.—Material supplied for the rebuilding of a new outhouse and vegetable cellar, and repairs to porches and steps.

GREEN ISLAND.—Water tanks; landing and wharf repaired.

BACCALIEU ISLAND.—The roof of main dwelling has been shingled. New floor to oil store, and other parts of station repaired.

CAPE ST. FRANCIS.—The water service has been overhauled, defective pipes replaced by new ones. It is now in good working condition.

FORT AMHERST LIGHT AND FOG SIGNAL.—Extensive repairs have been made

to this station. A new roof has been put on the dwelling ; a new structure to carry the lantern ; the masonry renewed on the western side.

The removal of the fog-signal from its original position to the western edge of the fort necessitated the building of a platform and railing around it for the protection of the keepers.

CAPE SPEAR LIGHT AND FOG ALARM.—An addition has been made to the eastern side of the Fog Alarm building for the comfort of the staff during the winter months. A heavy gale of wind shook and loosened the top of the chimney near the side of the lantern ; to prevent damage to the lantern and roof it was taken down and rebuilt. Repairs have been made to the water service and road ; roof of store at landing place, and other repairs have been attended to.

CAPE ST. MARY'S.—The rollers upon which the light frame rests and moves had become so worn that the light was very irregular in its action. A new set of rollers was supplied. The machinery is now working satisfactorily.

ROSE BLANCHE.—New wood frames, sashes and glass for light tower were supplied. Necessary repairs to lantern glass frames and sole plate effected.

KEPPLE ISLAND.—A much needed addition to the keeper's dwelling has been authorized and partly constructed.

With the completion of stations now under construction the number maintained by the Government of Newfoundland on this Island and Labrador Coast will be :

Lighthouses	69
Fog Alarms	11
Buoys	3

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) R. WHITE,

Inspector of Lighthouses.

ST. JOHN'S, January 2nd, 1905.

HON. ELI DAWE, Minister of Marine and Fisheries.

SIR,— I have the honour to submit the report of my inspection of Boilers for the past year.

I beg leave to state that this work of inspection increases yearly, the development of various industries necessitating constant importation of, and local construction of, new boilers.

INSPECTION OF STEAM BOILERS.

Visits of Inspection.....	347
Internal and External Inspection	260
Hydraulic test applied.....	60
Hydrostatic test applied.....	14

RESULTS OF THESE VISITS.

Boilers condemned as unsafe.....	7
Boilers found imperfect	41
Boilers made in the Colony.....	31
Notices of Inspection served.....	239
Certificates issued	217
Fees for Inspection during the year	\$2,067 00

PUBLIC SERVICES RENDERED.

My services were availed of at the following public institutions : Customs Building boiler, East, West and Central Firehalls, General Post Office, also superintending repairs and examination of boilers of the steam yacht *Fiona* at Botwoodville.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) A. McLACHLAN,

Inspector of Boilers.

ST. JOHN'S, February 20th, 1905.

HON. ELI DAWE, Minister of Marine and Fisheries.

SIR,—I have the honour to report that the S.S. *Fiona* was employed last year on Bait protection Service and sailed from St. John's on April 21st for Fortune and Placentia Bays, and remained on that service until August 3rd., when she returned to St. John's, refitted, and sailed on the 15th of the same month with the Circuit Court which opened at St. Mary's on the 16th, and ended at Trinity on September 29th, thence returning to St. John's and sailed the following day for Notre Dame Bay on election business, and completed that Service on November 16th and was employed subsequently on Revenue Protection Service in Placentia and Fortune Bays, completing the service on February 6th, and is now laying up in the harbour preparing for next season's duties.

I have also the honour to report that four Certificates of competency were issued to two Masters and two Mates in the Mercantile Marine of this Colony.

Regarding the Pilot service of this port it is most unsatisfactory, and some steps should be taken by the Department to improve it.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) EDWARD ENGLISH,

Examiner of Masters and Mates, and Ship's Husband S.S. "Fiona."

St. JOHN'S, February, 1905.

SIR,—I have the honour to report to you for the information of your Government the result of surveys held on new vessels built in the Colony during the past year.

Fifteen vessels were submitted for Bounty Survey, being three less in number than in 1903, and representing 730 tons gross register, which was a decrease of 137 tons less than was submitted for bounty during the previous year. Only three out of fifteen vessels submitted were refused bounty, and that in consequence of non-compliance with the Shipbuilding Act of 1891.

Fifty other vessels have been surveyed, classed and otherwise during the year, and repairs carried out.

The sealing fleet of vessels are all in good order and condition for the voyage, a considerable amount of dollars having been spent on labour and material of some of them in order to make them efficient in all respects for the work in which they are employed.

I have the honour to be,

Sir,

Your obedient servant,

GEORGE WHEATLEY,

Surveyor of Shipping.

To the Hon. Minister
of Marine and Fisheries.

**REPORT OF THE POSTMASTER-GENERAL FOR THE YEAR ENDING
JUNE 30th, 1904.**

*To His Excellency SIR WILLIAM MACGREGOR, M.D.,
K.C.M.G., C.B., Governor, Commander-in-Chief
in and over the Island of Newfoundland and its
Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit for the information of Your Excellency and the Legislature the Annual Report of the Postal and Telegraph Department for the year ended June 30th, 1904.

The Financial operations of the Department for the year ended June 30th, 1904, compared with the previous year, are set forth in the following statement:—

Revenue--	1902-1903.	1903-1904.
Ordinary Postal Revenue	\$63,040.53	\$65,800.40
Postal Telegraph Revenue	13,313.39	17,030.47
Total received from all sources	<u>\$76,353.92</u>	<u>\$82,830.87</u>
Expenditure—		
Postal Department	\$235,505.85	\$243,796.02
Contingencies	11,997.49	15,166.30
Special Warrant.....		7,847.89
	<u>\$247,503.34</u>	<u>\$266,810.21</u>
Telegraphs.....	27,911.81	30,234.15
Marconi Telegraphs		5,692.55
Total Expenditure	<u>\$275,415.15</u>	<u>\$302,736.91</u>
Excess of Postal Expenditure over Revenue	\$184,462.81	\$201,009.81
Excess of Telegraph Expenditure over Revenue.....	14,598.42	13,203.68
Excess of Marconi Expenditure over Revenue.....		5,692.55
Total Excess of Expenditure over Receipts.....	<u>\$199,061.23</u>	<u>\$219,906.04</u>
Expenditure on Capital Account Telegraph Construction	<u>\$14,000.00</u>	<u>\$26,413.49</u>

It is estimated that the total number of letters handled during the year was two million, being an increase of one hundred and ten thousand over the number handled the previous year.

REGISTRATION BRANCH.—It will be observed from the detailed report of the operation of this branch that 103,143 registered letters passed through the General Post Office during the year; but this does not include the large number of letters received and despatched from the trains and steamers that do not necessarily come into the St. John's post office. That thousands were so disposed of by the travelling post office clerks, and but two unaccounted for, is a very forcible argument in

favor of the adoption of an insurance scheme for the insuring of the amount of enclosure of registered letters.

DEAD LETTER BRANCH.—The work of this branch of the service is greatly on the increase. More than half the taxed correspondence from the United States for this Colony is returned to the writers, through the Dead Letter Office at Washington, by this branch; but though the senders are charged with the tax on these letters, no marked diminution in the number of insufficiently prepaid letters is noticed.

The dead letters from writers in Newfoundland, which were returned to the senders, were chiefly those addressed to our people who had been employed in Cape Breton and the Labrador who had returned to their homes before these letters reached them.

The amount of valuables found in dead letters for the year was \$3,026.14; \$3,020.89 of which were successfully disposed of, leaving the sum of \$5.25 in suspense.

PARCEL POST BRANCH.—The value of the Parcel Post Branch with foreign countries is chiefly appreciated by the public because of the saving there is in time and effort in passing Customs entries for imports, this duty being performed by the parcel post clerks who pass entries for the whole contents of the parcel post mail, the amount of duty levied thereon having been previously rated by an official of H. M. Customs who is detailed for that work.

The manner in which parcels containing articles of a fragile nature are handled between St. John's and the outport offices has been receiving the attention of the Department. At present these parcels are placed in canvas mail bags, and during transshipment from mail van to railway mail car and to mail steamers are very roughly handled.

An order has been placed for two dozen parcel post baskets for conveyance of parcels in a more satisfactory manner for the future.

MONEY ORDER BRANCH.—The total number of orders issued in the Colony for the year was 21,350, amounting in value to \$321,175.17. The total number of orders received and paid within the Colony for the same period was 21,369, amounting in value to \$380,955.14. The number of orders paid of foreign issue was 12,969, amounting in value to \$219,946.79.

The total volume of business transacted by this branch for the year was 42,719 orders, representing a sum of \$702,130.31; being an increase over the previous year in total number of orders handled of 3,587, and in value \$83,449.32.

The work of this branch of the service is conducted in a very efficient manner.

MISSING LETTERS.—Our records show that 42 unregistered letters containing money alleged to have been posted at certain post offices in the Colony and, with

two exceptions, addressed to St. John's, were reported to the Department as not having reached the addresses. Though the most searching enquiries, magisterial and otherwise, were held, it was found impossible to locate these letters or to discover the person responsible for their loss.

The amount of the contents of two registered letters, trace of which ceased at certain offices, was made good by the Postmasters in charge thereof, who neglected to observe certain rules in their treatment of the letters. When the circumstances surrounding the case of a missing letter containing money appear to warrant a police enquiry, it is the practice of the Department to place the particulars in their hands for investigation. Our experience, however, goes to show that what we need is a post office inspector and detective, who should also be a trained postal official.

OVERLAND COURIERS' SERVICE.—During the winter season, 1st January to 30th April, the only link between the capital and the northern outports is that which forms the chain of hardy mail couriers, who with dog and slide convey the mails with surprising celerity semi-weekly to places south of Cape Bonavista, and weekly to all points between Cape Bonavista and Cape Bauld.

The only interruption to this service the past winter was that caused by the failure of the trains to bring their mails to connecting points. In this connection it is interesting to note that the mail couriers service in Alaska is mainly carried on by means of Reindeer, the raising of which has become quite an industry in that country. The total number of Reindeer at the stations in 1904 was 8,190. Would it not be possible to introduce them into this country and Labrador and thus establish a new source of wealth and employment for some of our people.

The cross country express trains performed the service between St. John's and Port aux Basques tri-weekly during the year from 1st July to the 1st February very satisfactory, from the 1st February to 17th May the line was interrupted, first by the accumulation of snow and ice on the track and then by reason of Spring freshets which damaged and destroyed some of the bridges.

During the interruption of the service the Foreign mails were conveyed per steamer *Bruce* to Placentia and St. John's and the Local mails were conveyed over the snow by couriers engaged and paid for their services by the Department.

The Department is placed in an unfortunate position when the train service fails to operate. No provision can be made for mail conveyance before hand and it would be unwise to start off couriers with mails on the first knowledge of a train being blocked as these usually at first come through after a delay of two or three days.

The mails for places between St. John's and Millertown and on the Conception Bay branches, however, were continued uninterruptedly the whole year round.

COASTAL AND BAY MAIL STEAMERS.—The following named steamers of the

Reid-Newfoundland Company's railway system performed service during the year as follows :

Port aux Basques to North Sydney, tri-weekly	S.S. <i>Bruce</i> .
Trinity Bay, semi-weekly	S.S. <i>Ethie</i> .
Bonavista Bay, semi-weekly	S.S. <i>Dundee</i> .
Notre Dame Bay, weekly, North and South Sides.....	S.S. <i>Clyde</i> .
Placentia Bay, weekly, East and West Sides... ..	S.S. <i>Argyle</i> .
South Coast—St. John's to Port aux Basques, fortnightly to December 1903.	} S.S. <i>Glencoe</i> .
South Coast, weekly, Placentia to Port-aux Basques to end of year.	
Straits of Belle Isle, weekly, and White Bay, Birchy Cove to Lewisport.	} S.S. <i>Home</i> .
Labrador, fortnightly from St. John's	S.S. <i>Virginia Lake</i> .

The S.S. *Fiona* performed service for part of the year between St. John's and Placentia, and the S.S. *Matilda* and *Sir Donald* were also engaged to convey the mails around the whole district of Fogo.

The new Coastal contract entered into by the Government with the Messrs. Bowring Brothers, Limited, for the service of a steamer each from St. John's for the North and South-West Coasts will enable the Department to despatch the mails for White Bay by the North coast steamer instead of taking the *Home* off the straits service for that work, and will enable the *Glencoe* to continue the weekly service on South Coast from Placentia instead of coming to St. John's and performing a fortnightly service only.

It should be possible with such an extensive coastal mail service to so arrange the ports of call that all places of importance that are accessible be given a call by a mail steamer.

TRAVELLING POST OFFICES.—The mail clerks on the trains and steamers now number 14, they perform very important duties and the fact that so very few errors are made compared with the large amount of mail matter handled by each indicates that they fully understand their work. As a rule we learn of their errors but not of their efficiency. The nature of the work performed by our travelling clerks and the distance travelled by each taken into account with the nature of the road travelled over is more arduous and intricate than that which clerks in other countries are asked to perform.

If the amount of mail matter which is now assorted and despatched from the train during its journey through the country to the Capital were brought to St. John's Post Office to be assorted, the staff in the General Post Office would undoubtedly have to be doubled, yet this large and ever-increasing amount of mail matter is distributed and the letters in some instances answered before the mail for St. John's City and vicinity reaches the General Office.

The present car space allowed on the cross country express is not sufficient for present requirements. If not a whole car at least 25 feet in length of car space is absolutely necessary to enable the clerks to store the whole of the mail in such a manner that it could be readily got at and be always under his care. This section should have doors at each side and be entirely shut off from the baggage end of the car. It should also be well lighted and heated and supplied with lavatory conveniences.

REDUCTION OF LOCAL POSTAGE.—The charge of three cents per ounce for transmission of letters of local origin addressed to local destinations is considered by many a burdensome charge as compared with the two cents per ounce rate on letters addressed to Great Britain and most of the sister Colonies, the loss per annum to the Revenue by the reduction to two cents would undoubtedly soon be recovered by an increase in the number of letters posted.

TELEGRAPHS.—The expiration of the Anglo-American Telegraph Company's exclusive rights in the Colony on the 15th April last, with the consequent extension of the Government system to St. John's, has enabled the Government to sanction the reduction of the rate for a telegram of ten words from 50 to 20 cents. It is needless to say that telegraph facilities thus brought within the reach of all classes of our people were gladly availed of and the result has been a rapid increase in the volume of telegraph business throughout the country.

During the year the following places were connected with the Government system :—Baie Verte, Botwoodville, Come By Chance, Long Harbor Beach, Musgrave Harbor, Newtown, North West Arm, Pilley's Island, Riverhead St. Mary's, Sound Island and Terrenceville.

The vote of the Legislature of a sum to defray the cost of erection of five telegraph stations along the Labrador Coast, fitted with the Marconi system of telegraphing, indicates that this, the most modern facility for rapid communication, is to be brought within the reach of our fishermen and, no doubt, will prove to be of great advantage to them in the prosecution of the fishery.

There passed away during the year a late chief of the Post Office Department in the person of J. O. Fraser, Esq., also his chief clerk, George LeMessurier, Esq., both of whom in their like capacities rendered great and enduring service to the public.

The Post Office of Newfoundland during the coming year enters upon its Centennial Anniversary and to those acquainted with the primitive methods of but a quarter of a century ago, it must be most interesting to note the rapid extension of the Postal system to the remotest parts of the Island.

There still, however, remains much to be done in the way of increasing the efficiency of many outpost offices by the appointment of competent Postmasters and the adjustment of salaries. At the present time many of those who render the best service are the most underpaid and the result is an absence of that *esprit de corps* which should characterize the officials of the Department all over the Island.

I have the honour to be,

Your Excellency's obedient servant,

H. J. B. WOODS, Postmaster General,

General Post Office, St. John's, Nfld., 31st March, 1905.

<i>Dr.</i>		<i>The Postmaster General of Newfoundland in Account with the Colonial</i>	
1903.			
July 1.—To Balance from 1902-3.....		\$1,959.75	
1904.			
June 30.—To Postage Stamps, Post Cards, Envelopes and Wrappers issued during the year.....	63,977.76		\$65,937.51
To amount of Box Rents collected the year			319.67
To Postage on insufficiently paid matter—			
St. John's.....	1,689.21		
Outports	1,883.37		3,572.58
To Poundage on Postal Orders	121.73		
To Commission on Money Orders.....	2,331.44		2,453.17
			\$72,282.93
To amount received from Telegraphs			17,030.47
			\$89,313.40

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*Government for the year ended the 30th day of June, 1904.**Cr.*

1904.	
June 30.—By Discount allowed to Postmasters and Stamp Vendors.....	\$2,620.93
By Stamps returned to stock.....	281.40
By Stamps sent to offices of the Universal Postal Union and Official Postage	29.53
	<u>2,931.86</u>
By amount of Postage on insufficiently paid dead matter returned	1,324.74
By Cash paid Exchequer—Post Revenue	65,800.40
By Profit and Loss—Bad Debts	207.67
By Balance to 1903-4.....	2,018.26
	<u>2,225.93</u>
	<u>\$72,282.93</u>
By Cash paid Exchequer Telegraph Revenue	17,030.47
	<u>\$89,313.40</u>

*Statement of Money Orders Issued and Paid in Newfoundland, with Commission thereon
from 1st July, 1903, to 30th June, 1904.*

	No. of Orders Issued.	Amount.	Commis- sion.	No. of Orders paid.	Amount.
Total	21,350	\$321,175 17	\$2,501 82	21,369	\$380,955 14
Total 1902-1903.....	18,427	\$266,665 54	\$2,166 32	20,705	\$352,015 45
General Increase	2,923	\$54,509 63	\$335 50	664	\$28,939 69

Issued in Newfoundland	No. of Orders.	Amount.	Payable in Newfoundland.	No. of Orders.	Amount.
Payable in—			Issued in—		
The United Kingdom	2,792	\$40,299 00	The Unit'd Kingd'm	475	\$6,194 17
Dominion of Canada...	6,100	75,231 27	Dom. of Canada.....	7,516	119,705 88
The United States.....	4,065	43,759 07	The United States...	5,102	94,921 45
Newfoundland.....	8,393	161,885 83	Newfoundland.....	8,400	161,008 35
Total.....	21,350	\$321,175 17	Total	21,493	\$381,829 85

Commission Account.

To amount paid Revenue Account per Accountant Postal Department...	\$2,331.44	By Balance from Account 1902-03.....	\$0.10
To proportion paid United Kingdom	170.48	By Commission for Orders issued in Newfoundland	2,501.82
Total ..	\$2,501.92	Total	\$2,501.92

H. B. DRYER,
Superintendent.

Postal Order Business for year ended June 30th, 1904.

YEAR.	Issued at G.P.O., St. John's.		Issued at Other Offices.		Ac'rd Commission.
	No. of Orders.	Total Value.	No. of Orders.	Total Value.	Amount.
1899-1900	2,302	\$6,103 83	529	\$972 31	\$73.90
1900-1901	2,574	6,890 01	611	1,113 91	82.84
1901-1902	2,748	7,316 77	663	1,467 26	89.91
1902-1903	2,902	8,252 79	961	2,351 83	103.02
1903-1904	3,192	9,593 43	1,352	3,192 20	121.73

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Statement shewing the business of the Parcel Post, General Post Office, St. John's, for the year ending 30th June, 1904.

	Parcels Received.				Parcels Despatched.			
	From United Kingdom.	From United States	From Dominion of Canada.	Total Received.	To United Kingdom.	To United States.	To Dominion of Canada.	Total Despatched.
1899-1900	2706	2363	6014	11083	548	422	918	1888
1900-1901	3027	2318	6787	12132	591	444	971	2006
1901-1902	3570	2563	6290	12423	655	676	745	2076
1902-1903	3648	3140	6105	12893	692	553	824	2069
1903-1904	3980	3412	5227	12619	845	677	954	2476

Customs Duties Collected on Parcels.

	From United Kingdom.	From United States.	From Canada.	From Irregular P. P.	Total Duty Received.	Increase over last year.
1899-1900	\$4,554.78	\$1,858.54	\$2,093.44	\$321.48	\$8,828.24	\$2,195.06
1900-1901	5,303.65	1,868.41	2,853.55	718.53	10,744.14	1,915.90
1901-1902	6,034.69	2,056.17	2,831.68	333.35	11,255.89	511.75
1902-1903	6,770.43	1,980.92	2,489.22	247.46	11,488.03	232.14
1903-1904	7,298.69	2,310.52	2,701.18	668.64	12,979.03	1,491.00

Statement showing the number of Registered Articles received at and forwarded from the General Post Office, St. John's Newfoundland, during the year ended June 30th, 1904.

Mailed at General Post Office.....	25,654
Received from Outports and Foreign Countries and reforwarded	13,120
Received from all sources and delivered in St. John's	64,369
Total	103,143

E. DEVEREUX,
Superintendent.

Dead Letter Office Report.

Statement showing the separate and total number of letters and parcels received and dealt with, and specifying value of contents and number of registered and property letters received and recorded during the fiscal year beginning the first day of July, 1903, and ending the last day of June, 1904.

Received From	Letters	Registers	Book Post	Post Cards	Total.
London.....	430	14	14	44	502
Ottawa	3,509	17	35	66	3,627
Washington.....	1,647	12	36	.....	1,695
Gibraltar	4	.....	.....	.....	4
Barbados	18	.....	.....	.....	18
Bermuda	3	.....	.....	.....	3
Jamaica	3	.....	.....	.....	3
Cuba	4	.....	.....	.....	4
Total Foreign	5,618	43	85	110	5,856
Letters of Newfoundland origin from Newfoundland Offices	1,563	13	.....	5	1,581
Total	7,181	56	85	115	7,437
Total number of letters and post cards of foreign origin received from New- foundland Offices.....	.....	.....	.....	.....	14,017
Total .....	.....	.....	.....	.....	21,454

Registered and Property Letters.

Including these noted above there were 425 property and registered letters containing drafts, notes, checks, orders and coin to the value of about \$3,026.14. Half in number and over half in value of these letters were unrecorded until they reached this office ; and but five letters containing a total of \$5.25 could not be returned to their owners.

Parcels.

Three hundred and forty parcels have been received from various sources, and, excepting 22, all have been disposed of by regular means too varied and unimportant to specify here. A list of the contents of these 22 parcels is herewith.

How DISPOSED OF.

LETTERS.					Register	BOOK POST.		CARDS.		Pro- perty.	Total,
City.	*Ad'ress	Outport.	*Ad'ress	Unde- livered.		De- livered	Unde- liver'd	De- liver'd	Unde- liver'd		
112	57	135	20	99	14	7	7	27	17	7	502
549	90	1,923	22	903	17	18	17	29	37	22	3,627
249	90	824	42	414	12	21	15	.....	.....	28	1,695
1	1	1	.....	1	.....	.....	.....	.....	.....	.....	4
8	5	1	3	1	.....	.....	.....	.....	.....	.....	18
2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	4
923	246	2,887	87	1,418	43	46	39	56	54	57	5,856
316	113	699	23	412	13	.....	.....	5	.....	.....	1,581
1,239	359	3,586	110	1,830	56	46	39	61	54	57	7,437

*Address letters are those which are returned unopened to senders.

Returned To	Letters.	Post Cards.	Total.	
Washington	8,628	1,454	10,082	
Ottawa	1,222	2,302	3,524	
London	354	52	406	
Bermuda	2	.....	2	
Barbados	3	.....	3	
	10,209	3,808	14,017	21,454

Book Post, Papers and Circulars.

There are few articles of value found amongst these; matter which can be deciphered or addresses found are forwarded, reading matter is separated from the rubbish and distributed to the various public institutions, and publishers notified of the non delivery of their papers, if any.

REPORT

Of the Commission appointed by His Excellency the Governor in Council to Enquire and Report with respect to the Laws in Force in this Colony, and the Effect of the same in Relation to the Sale or the Prevention of the Sale of Intoxicating Liquors.

*To His Excellency SIR WILLIAM MACGREGOR, M.D.,
K.C.M.G., C.B., Governor, Commander-in-Chief
and Vice Admiral over the Island of Newfoundland
and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The Commission appointed by His Excellency the Governor in Council “To enquire and report with respect to the laws in force in this Colony, and the effect of the same in relation to the sale or prevention of the sale of intoxicating liquors,” beg to report as follows :—

The Commission have given long and careful consideration to the matters into which they have been requested to enquire, and have obtained from the various sources at their disposal important evidence in regard to the operation and effects of the laws as at present in force.

The Commission are of opinion that in the main the present law is effective in its operation, and is well and judiciously administered. They beg, however, to make some recommendations, having in view the remedying of apparent defects and omissions in the laws as now existing.

The Commission recommend that the Act, entitled Chapter 130, “Of licenses for the sale of intoxicating liquors,” be amended, as follows :

That in Section No. 3 the minimum penalty for an infraction of the law be made one hundred dollars.

That in Section No. 7 it be provided that the charge for a wholesale licence be two hundred dollars instead of one hundred dollars, and that any person holding a retail license shall have the right, upon due application and payment of the prescribed charge, to also receive a wholesale licence to apply to the premises for which the retail license is held. That Section No. 11 be amended, and that it be provided that no person holding a retail license shall sell, barter or exchange more than two gallons of intoxicating liquors at any one time to any one person.

That in Section No. 19 it be provided that :—

When it shall be proven on oath to the satisfaction of any Stipendiary Magistrate that any person is an habitual drunkard, or is injuring his health or neglecting his family, as a result of excessive drinking, it shall be incumbent upon the

said Magistrate, without cost to the person or persons making the deposition, to cause a written or printed notice to be given to all licensed Publicans within his jurisdiction prohibiting all such persons from supplying such habitual drunkard with any intoxicating liquor for any term not exceeding two years, and if any person shall, after the receipt of such notice, knowingly supply such habitual drunkard with any intoxicating liquor, the person who so supplies him with intoxicating liquor shall be liable to a penalty not exceeding one hundred dollars, or imprisonment for a period not exceeding thirty days.

If any licensed Publican shall knowingly supply intoxicating liquor to any person in respect of whom such licensed Publican shall have had a written or printed notice prohibiting him from supplying such habitual drunkard with any intoxicating liquor, the wife, (or widow) or children of the said habitual drunkard shall have an action against the said licensed Publican, and may recover damages to an amount not exceeding \$1,000, in the following cases :--

- (a) If it be proved upon the trial of such action that the said habitual drunkard has by reason of such unlawful supplying of intoxicating liquor had his death caused or accelerated thereby.
- (b) If it be proved that by reason of such unlawful supplying of intoxicating liquor the said habitual drunkard has sustained damage or loss to himself or to the detriment of his family, whether by loss of health, loss of situation or employment, or in any other way.

Such action may be taken in the Supreme Court in the name of the wife (or widow) or by the next friend of any infant child or children of such habitual drunkard.

The Commission are of opinion that the Act, entitled Cap. 22, of an Act to amend Chapter 130 of the Consolidated Statutes, entitled, "Of Licenses for the Sale of Intoxicating Liquors," and passed January 19th, 1899, is inefficient, and they recommend that it be amended, and that it be provided in the amended Act, that a time be fixed for the consideration of the granting of new licenses and the renewals of those already existing, that the Licensing Board be enlarged, that a convenor be appointed, and that it be made compulsory that a meeting of the Board be held annually, during the licensing term, and other meetings at any time upon the request of two members of the Board, or at such times as the convenor may deem necessary.

The Commission consider it advisable that an annual report from the Licensing Board be submitted to the Government, and that that report be printed in the official reports of the House of Assembly.

The Commission recommend that a new section be enacted, providing that :—

When any person holding a license to sell intoxicating liquors shall be convicted a second time of a violation of the law relating to the sale of intoxicating

liquors, he shall, in addition to any other penalties that may be incurred under the present law, be liable to the forfeiture of his license, and be thereafter incapable of holding a license.

Providing that nothing in this section shall be construed to mean the setting aside of Section 14 of the Act now in force.

The Commission recommend that the Act, entitled Chapter 131, "Of the Prevention of the Sale of Intoxicating Liquors," be amended, as follows:—

• That in Section No. 16 the minimum penalty prescribed for an infraction of the law be four hundred dollars.

The Commission further recommend :

First,—That when an application shall be made for the granting of a new license in any part of the Colony, notice of such application shall be posted on the premises for which such license is sought, and a copy of the said application shall be published in one or more of the daily papers.

Second,—that no new licenses be granted to premises situated within a radius of two hundred and fifty yards of any Church, or any other place of Worship, School, Railway Station, or to any Railway Station.

Third,—That when a license for the sale of intoxicating liquors shall be forfeited as a penalty for a violation of the law, no new license shall be granted until the total number of existing licenses in the District be reduced to a number bearing the proportion of one license to two hundred adult male residents within the District.

Fourth,—That when a license for the sale of intoxicating liquors in any district shall be voided by the death of the holder, no new license shall be issued in lieu of it until the total number of licenses within the said District shall have been reduced to the limit named in the preceding paragraph. Provided always that the license may be continued $\frac{\text{and}}{\text{or}}$ renewed to the widow of the deceased holder of the license should she elect to apply for it.

Fifth,—That on a requisition signed by one-fifth of the bonafide voters of the two districts of St. John's East and St. John's West, or by one-fifth of the bonafide voters of any other district, the Governor in Council shall cause a poll to be taken, and the question of what shall be the hours during which the premises licensed for the sale of intoxicating liquors shall be closed and no business whatever done therein, shall be decided by a majority vote.

Sixth,—That when an unlicensed house (the proprietor of which has previously been convicted of illicit selling, and notice of such conviction has been duly advertised in one or more of the daily papers) shall be visited by the police, and a conviction of the proprietor shall subsequently be obtained, any person who was found on such unlicensed premises when so visited by the police shall be subject to a fine of twenty dollars, unless such person shall satisfy the Court or Justice that

he or she was an inmate, servant or lodger in such premises or that his or her presence there was not in contravention of the law.

Seventh,—That it be made incumbent upon the Magistrate before whom the conviction may be obtained to publish in one of the daily papers the name of any person or persons who may be convicted of the illicit selling of intoxicating liquors, and the fact of his or their conviction.

Eighth,—That the law be so amended that any person selling liquor to any one apparently under the age of eighteen years or procuring liquor for him shall be subject to a penalty not exceeding fifty dollars.

Ninth,—That the power to grant licenses for the coast of Labrador be vested in the Licensing Board for the District of St. John's.

Tenth,—That the police be instructed to procure at least once in each year samples of liquors from various licensed houses to be submitted for analysis.

Eleventh,—That it be made unlawful for any licensed publican to permit any female, other than *bona fide* members of his family or females in his service prior to the date at which the amended legislation shall come into force, to sell any intoxicating liquors on the premises for which he holds a licence.

Twelfth,—The Committee strongly urge that the Government shall establish a reformatory for the reception and reform of habitual drunkards and Juvenile offenders, whom it is in the opinion of this Commission inadvisable to send to the Penitentiary.

The Commission desire to record their cordial appreciation of the assistance that they have received during the course of their inquiry from the Inspector General of Police, who unreservedly placed his wide experience at their disposal. They wish also to express their recognition of the readiness with which the Magistrates, Justices of the Peace, and Officers of the Police force have co-operated with the Commission by responding promptly to their applications for statistics, evidence and general information, the receipt and use of which have proved of substantial value in furthering the labours of the Commission, and in enabling them to arrive at just conclusions regarding the matters that they have been requested to investigate and report upon.

St. John's, N.F., April 28th, 1905.

We have the honour to be,

Your Excellency's obedient servants,

L. CURTIS,
WILLIAM P. H. KITCHEN,
GEO. H. BOLT,
CYRIL C. V. COGAN,
ANDREW ROBERTSON,
W. T. D. DUNN,
JOSEPH THACKERAY,

R. D. WILLIAMS, S.A.,
J. J. ROGERSON,
E. M. JACKMAN,
GEO. SKELTON,
JOHN HARRIS,
J. D. RYAN,
A. J. HARVEY.

REPORT

Of the Select Committee on the Bill entitled "An Act to Prohibit the Prosecution of the Labrador Fishery in Steam Vessels," with the Evidence taken in Connection Therewith.

MR. SPEAKER,--

The Select Committee on the said Bill beg leave to make a special report, as follows :

(1.) The measure has received the consideration of the Committee at seven meetings.

(2.) Feeling that the views of persons directly interested in the use of steam vessels in the Labrador Fishery, and representative fishermen, should be heard, but having no authority to examine on oath, the Committee requested certain representative persons to furnish information, and a report of their replies to the questions of the Committee is attached hereto. A greater number of witnesses would probably not afford any new matter for consideration, but might give more detailed information as to local conditions.

(3.) Four firms and persons have habitually used steam vessels in recent years in carrying crews, gear and materials to and from the Labrador—Job Bros. & Co., at Blanc Sablon ; Baine Johnston & Co., at Battle Harbor ; F. & C. Jerrett, at Smokey ; Capt. William Bartlett, at Turnavick. A representative of each of these was heard by the Committee and his evidence is attached. Job Bros. & Co. have prosecuted the green fishery in two steamers for several years, when the fishery in the straits was about ended. At the outset their steamers obtained their fish beyond Cape Chidley ; recently they have fished northern Labrador so called. Baine Johnston & Co. last year sent one steamer from Battle Harbor to the Straits, and later to the northern Labrador green fishing. Capt. Bartlett proposed to send a steamer from Turnavick green fishing last year, but refrained because of some doubt concerning the insurance of the steamer. No other actual attempt to prosecute the green fishery in steamers has come to the notice of the Committee.

(4.) Except in one case, apparently, the steamers employed in connection with the Labrador fishery have been used primarily to transport crews, gear and material to the established stations of their owners or charterers only, and not to monopolize trap berths outside the area customarily appropriated by such stations, while green fish catching in steamers, a matter of recent growth, has only been followed after the conclusion of the ordinary fishing at Blanc Sablon and Battle Harbor. In one case a steamer chartered by a firm to take crews, gear and material to the firm's own station, also took independent crews as passengers, and by this means, it is alleged, a virtual monopoly of the prime trap berths was established for the fishery season over a considerable area, in which theretofore there has been much competition.

(5.) Two evils are threatened by the use of steamers in the Labrador fishery ; one, the pursuit of the green fishery in the steamers themselves ; the other, the creation of a monopoly in the prime trap berths of the Labrador Coast. The Committee are persuaded there is danger in this direction.

(6.) It seems quite clear that the green fishery in steamers cannot be pursued with success in the sealing steamers of the Colony in consequence of the expense of their operation, and their unweildiness and lack of speed. But cheaper, more economical, speedier and handier steamers may be obtained, and with these the green fishery is possible. There is reason to believe that persons within and without this Colony already contemplate the use of such steamers in this fishery.

(7.) It also appears to the Committee quite feasible to use steamers successfully in the prosecution of the Labrador fishery, for the purpose of distributing crews, gear and material, and so taking up the prime trap berths in advance of the ordinary fishing crews, arriving by sailing vessels, to the manifest disadvantage of all "stationers" not arriving by steamers and also of all "floaters." This can easily be done—is already being done to some extent south of Cape Harrigan, and with a very small initial outlay for stages, etc., can be done on the northern Labrador.

(8.) There are divergent interests to be observed ; first, the floaters ; and second, the stationers ; and the conditions to be grappled with differ materially in the Straits of Belle Isle, on the coast between Battle Harbor and Cape Harrigan, and north of Cape Harrigan. The term "stationers," as used herein, is not intended to include permanent residents on the Labrador Coast.

The Straits fishery is conducted by large operators from established shore rooms, and by floaters, but not by many stationers. From Battle Harbor to Cape Harrigan the fishery is conducted by large operators and floaters, as in the Straits of Belle Isle, but also by many "stationers." North of Cape Harrigan no stationers fish, but a green fishery is carried on by floaters.

On the whole coast at various places there are permanent residents, but they are not numerous and not many at one place except at Moravian settlements all north of Cape Harrigan. All fish caught south of Cape Harrigan, except by floaters, is dried on the coast and mostly shipped therefrom to market. Most of the fish caught north of Cape Harrigan is brought home by the floaters in salt bulk. Some is brought to places on the Labrador south of Cape Harrigan, made there and shipped thence to market. The fish caught for the Morivans is made on the coast.

With reference to the fishery between Battle Harbor and Cape Harrigan it is said that many stationers without schooners resort there by steamers, and unless permitted to go in steamers might be driven to go in poor sailing craft ; possibly be made dependent on supplying merchants, and therefore that interference with the use of steamers to convey "stationers" to the Labrador would be unfair to the poor stationers.

(9.) Inasmuch as the real value of the Labrador fishery to the people of this Colony consists in the fact that it can now be carried on so cheaply that no man of industrious habits need fear of a fair measure of success therein, and consequently it affords a livelihood for a large and frugal population of independent people, the Committee is persuaded that anything which threatens to destroy the conditions under which the fishery is now conducted is a public menace of great magnitude, and should be grappled with in a drastic manner. We are of opinion, therefore, that the first, fourth and fifth paragraphs of the Bill referred to us, amended in the first paragraph, should be adopted so that the pursuit of the green fishery in steamers shall be made unlawful.

And further, that the matter of the dates for taking up trap berths should receive the immediate consideration of the Department of Marine and Fisheries with the view of fixing dates for various parts of the Labrador, before which berths should not be allowed to be taken up, as in our opinion this affords the most hopeful prospect of preventing a monopoly of trap berths by the use of steam or otherwise.

We are also of opinion that the dates should be arranged on a sliding scale, as the fishery opens later at northern than at southern points on the coast.

All of which is respectfully submitted.

ALFRED B. MORINE,
Chairman.

E. DAWE,
With reservation paragraph 7.

T. BONIA,
With reservations.

HENRY J. EARLE.

R. MOULTON.

A. MACKAY.

E. P. MORRIS,
With reservations.

House of Assembly, May 11, 1905.

EVIDENCE OF MR. JOB.

(Examined by Mr. Morine.)

Mr. Morine.—Your vessels prosecute the Labrador fishery?

Mr. Job.—Yes.

Mr. Morine.—You also have stations in the Straits?

Mr. Job.—At Blanc Sablon, Lance au Loup and Forteau.

Mr. Morine.—How do you convey your traps and crews to the fishery?

Mr. Job.—In two steamers.

Mr. Morine. — How many years has this been going on ?

Mr. Job. — Twenty years.

Mr. Morine. — Is there no other means of getting them down ?

Mr. Job. — No.

Mr. Morine. — Some years ago you started sending your steamers North from Blanc Sablon. How many years ago did Blandford make the first trip ?

Mr. Job. — About ten, I think.

Mr. Morine. — Every year since that your steamers have left your stations and gone North ?

Mr. Job. — Yes.

Mr. Morine. — What places have they fished at south of Cape Chidley ?

Mr. Job. — Sedlic Bay, Strawberry Bay, and Byron's Bay.

Mr. Morine. — Your vessels have not gone North of Cape Chidley for the past few years ?

Mr. Job. — No.

Mr. Morine. — How long have you given up the fishery North of Cape Chidley ?

Mr. Job. — Last year we sold our station there.

Mr. Morine. — Can you tell us about what time your steamers leave the Straits to go North ?

Mr. Job. — About the first week of August.

Mr. Morine. — Your crews take traps and go fishing from the vessels ?

Mr. Job. — Yes. They fish from the vessels and bring the fish to the vessels.

Mr. Morine. — What was the complement of men and traps in both vessels ?

Mr. Job. — *Diana* had forty men and six traps ; *Nimrod* had thirty-three men and four traps.

Mr. Morine. — What is the average duration of the trips ?

Mr. Job. — The steamers generally come back about the end of September.

Mr. Morine. — Can you tell us the amount of fish each of these vessels takes every year in quintals ?

Mr. Job. — They average fifteen hundred quintals.

Mr. Morine. — Has your attention been drawn to the proposed Bill imposing a fine on steam vessels that prosecute the fishery within the three mile limit ?

M. Job. — As regards the first section I would like to say that as far as I can find out the steamers would not injure the schooners as these have plenty of time

to have their traps set in one place or another on the Northern Labrador. If the steamers could do any harm they would have injured the fishermen before this Bill was brought up.

Mr. Morine.—Your fishery at the Labrador is prosecuted by means of traps, is it not?

Mr. Job.—Yes, we have thirty traps at Blanc Sablon.

Mr. Morine.—Then you chiefly fish there with traps?

Mr. Job.—Yes.

Mr. Morine.—Does the fishery wind up there in August?

Mr. Job.—It does.

Mr. Morine.—Do you leave your traps at your stations in the Straits from the previous year?

Mr. Job.—We leave some traps.

Mr. Morine.—Do you have all your men down to the Labrador when setting the traps?

Mr. Job.—Yes.

Mr. Morine.—Are the same berths usually taken up by them?

Mr. Job.—Yes.

Mr. Morine.—Can you give us the area to which you extend your traps? How many miles?

Mr. Job.—I will make enquiries.

Mr. Morine.—Are the fish taken in boats propelled by sail, or do you use steam?

Mr. Job.—We use a steam launch for towing the boats and bringing bait to them.

Mr. Morine.—Do your steamers leaving here take planters and shipped men?

Mr. Job.—Yes.

Mr. Morine.—Do your steamers ever go to Northern Labrador before the schooners arrive there?

Mr. Job.—No, all the schooners are on the Labrador before our steamers leave the Straits.

EVIDENCE OF MR. GRIEVE.

(Examined by Mr. Morine.)

Mr. Morine.—What steamer do you use at Battle Harbor?

Mr. Grieve.—We used to send one of the sealing steamers down years ago but

we found it too expensive and dropped it, and we employed the *Greyhound* but afterwards sold her and then employed another steamer, the *Euphrates*, which also took provisions to the bulk of the crews.

The Summer is the only time the *Euphrates* is employed at Battle Harbor.

Mr. Grieve.—Last year was the first time we employed her there. We afterwards sent her to the Straits.

Mr. Morine.—What time did she go North?

Mr. Grieve.—About the twentieth of July.

Mr. Morine.—Did she carry men and traps?

Mr. Grieve.—Yes, she carried a crew of eleven or twelve, and two traps and a cod seine.

Mr. Morine.—Did they fish from the vessel?

Mr. Grieve.—Yes.

Mr. Morine.—Before she went down North she prosecuted the cod fishery at Battle Harbor?

Mr. Grieve.—Yes.

Mr. Morine.—Then the *Euphrates* is the only steamer you have ever used North?

Mr. Grieve.—No, the *Panther*, we used to send her with William Bartlett.

Mr. Morine.—You have not had occasion to use steam vessels in any other way?

Mr. Grieve.—No, it would not pay.

Mr. Morine.—You would not at present use steam vessels on Labrador?

Mr. Grieve.—No. I would not think of buying steamers for the prosecution of the Labrador fishery.

Capt. Dawe.—Do you think the sealing steamers can be employed to prosecute the cod fishery on Labrador?

Mr. Grieve.—No. It is utterly impossible to prosecute the fishery with steam vessels. No sane man would do so. That was proved in the case of the Bank Fishery when Job's tried it with the *Alert*. Bowring's tried it with the *Kite* but had to abandon it because the expenses were so great.

EVIDENCE OF CAPT. GILLETT.

(Examined by Mr. Morine.)

Mr. Morine.—What is your name?

Capt. Gillett.—Arthur James Gillett, Twillingate.

Mr. Morine.—You are the master of a schooner?

Capt. Gillett.—Yes, I am master and part owner.

Mr. Morine.—You go on the Labrador with her?

Capt. Gillett.—Yes, every season.

Mr. Morine.—About what time in the year do you leave Twillingate?

Capt. Gillett.—Sometimes about twenty-eighth June, and sometimes as late as the fifteenth of July; usually about the fifth of July.

Mr. Morine.—What time would you start fishing at Mugford?

Capt. Gillett.—About the 22nd of July.

Mr. Morine.—Of course the time you wind up depends on the fish you get?

Capt. Gillett.—Yes.

Mr. Morine.—Can you tell us what time the Mugford fishery closes?

Capt. Gillett.—It closes about the 24th September. I have sometimes been as late as that.

Mr. Morine.—The weather is getting bad then?

Capt. Gillett.—Yes.

Mr. Morine.—Have you noticed any steam vessels being used down there last Summer?

Capt. Gillett.—Yes.

Mr. Morine.—Your fear of steam vessels is that they might come down and take up the berths? If they were not allowed to take up berths till after a certain date you would have no fear of them?

Capt. Gillett.—No.

Mr. Morine.—In other words a steam vessel can go North against wind and ice better than a vessel, and she could get there before you and get the berths.

If they were stopped from taking the berths until after a certain date, say after the 1st August, would they then get the berths?

Capt. Gillett.—It all depends.

Mr. Morine.—The ice conditions change every year.

Capt. Gillett.—It was very clear the last two years.

Mr. Morine.—So far the steamers have not injured the fishermen?

Capt. Gillett.—Not yet, because they were late.

Mr. Morine.—Your objection to steam vessels is that they get an advantage over you in securing berths?

Capt. Gillett.—Yes. Twenty steamers with ten traps each would take up all the principal places.

Mr. Morine.—Two or three hundred traps would spoil the fishery in Domino and Sedlic Bays?

Capt. Gillett.—Yes.

Mr. Morine.—Would it be possible to send a steamer along the coast, take up the principal berths, drop the men, and let them prosecute the fishery from the shore?

Capt. Gillett.—Yes if it were allowed.

Mr. Morine.—The law, apparently, does not forbid it. Is there anything to prevent men living on the coast?

Capt. Gillett.—They can live there if they like, but it would be a great expense to steamer owners.

Mr. Morine.—They would have to build stations?

Capt. Gillett.—Yes.

Mr. Morine.—Would the stations be very expensive. Could not a station and a stage be built at a cheap rate?

Capt. Gillett.—Yes.

Mr. Morine.—Would you have to build expensive stations?

Capt. Gillett.—No. They would not cost much.

Mr. Morine.—Would it not be possible to take five hundred or six hundred men along to the Labrador coast, to drop the men, let them put up temporary stations for themselves and carry on the fishery there?

Capt. Gillett.—Yes.

Mr. Morine.—In fishing on the Labrador coast does not a very great deal depend upon the particular berth you get?

Capt. Gillett.—Yes. Often one schooner loads with the other captains looking on.

Mr. Morine.—Could the place in each harbor and bay which year after year is the best place for fish, be recognized as the best berth?

Capt. Gillett.—Every harbor has its own principal place, and that place is the best berth every year.

Mr. Morine.—But the fish change around from one harbor to another?

Capt. Gillett.—Sometimes, but they generally keep the same berth.

Mr. Morine.—The man who takes a berth and puts his traps down gets the fish when all the others are looking on?

Capt. Gillett.—Yes.

Mr. Morine.—If a steamer got down and got berths she would control a great part of the fishery of the Labrador?

Capt. Gillett.—Yes.

Mr. Morine.—Take the case of one or two steamers with a large number of men could they not take up much of the northern Labrador?

Capt. Gillett.—Yes, provided they took the good berths.

Mr. Morine.—The objection we have heard is that the steamer is so expensive that it would not pay to do it. But it has occurred to me that you might use the steamers to distribute your crews and traps and let them prosecute the fishery from the shore. The answer might be the station would be too expensive. If it would not you might get the best berths in Labrador with two steamers.

Capt. Gillett.—Yes.

Mr. Morine.—There is a possibility of changing the mode of fishing; could you build a shed and stage for one hundred dollars?

Capt. Gillett.—Yes.

Mr. Morine.—That expenditure of one hundred dollars would be the only one?

Capt. Gillett.—Yes. The stage and shed would stand for years with a little repair.

Capt. Dawe.—How many times have you been down to Cape Mugford?

Capt. Gillett.—Well, about seventeen times.

Capt. Dawe.—Not always in Green Cove?

Capt. Gillett.—No.

Capt. Dawe.—How many good berths are there in Green Cove?

Capt. Gillett.—Four.

Capt. Dawe.—Were the fish ever in before you?

Capt. Gillett.—Never.

Capt. Dawe.—You always took your trap berth early?

Capt. Gillett.—Yes.

Capt. Dawe.—Suppose a steamer went down before you?

Capt. Gillett.—She could take the four berths at Green Cove.

Capt. Dawe.—You have always been there before the steamers get there?

Capt. Gillett.—Always.

Capt. Dawe.—The steamers would have no advantage over you unless they would get in before you. Suppose she went there early and got out a mark, how long could she hold the mark?

Capt. Gillett.—Four days.

Capt. Dawe.—Then after that you could take it. So she would not have much advantage after all.

Mr. Morine.—At the end of four days she could set it out again?

Capt. Gillett.—Yes, except the law stops her.

Mr. Morine.—If she landed a fishing crew at the end of four days they could set the mark out again?

Capt. Gillett.—So the law says.

Mr. Morine.—The law says that after four days another person can take the berth; but that means, I take it, if the first person has not set his trap. I am not sure the first person could reset his mark, and hold the berth for another four days.

Capt. Dawe.—If you put out your trap that holds the berth for four days. If you don't put out your trap I can put down my leader and hold the berth for four days.

Mr. Morine.—Suppose a person put out his leader, to get the berth for four days, and does not set his trap. At the end of four days you do not put down yours, but he then resets his. He is not deprived of his right to hold the berth four days from the second setting of his leader. If you get in and set down your leader at the end of four days, and after his is reset, the fact of his having his down does not keep you from getting down yours. The intention of the law is to give you equal rights at the end of the four days. If a man finds a leader that has been down four days, and has not been put down again, he can take the berth. But if the second man does not set his leader, surely the first man can acquire the berth by resetting his leader, otherwise his berth would never be certainty if his trap were not set in the first four days, a thing sometimes impossible.

Capt. Dawe.—Suppose you have your leader down for four days. If I find you with your leader down over four days, I can take it up and put mine down.

Mr. Morine.—Suppose my time is up and I put down my leader again.

Capt. Dawe.—The intention is to let no man hold a berth longer than four days.

Mr. Morine.—Suppose a steamer gets down eight or twelve days before the schooners and sets her traps; but at the end of four days she does not take them up, nor at the end of eight days. On the twelfth day a schooner comes along, but when the steamer's crew see her they take up their leaders and then replace them.

Capt. Dawe.—A man in a steamer has no advantage over a man in a schooner.

Mr. Morine.—But he gets the berths before you.

Capt. Dawe.—No. Gillett is always there before the steamers come. If a steamer went down with about twenty traps and twenty crews of about four or five

men each ; do you think the steamer carries sufficient material to put up twenty rooms ?

Capt. Gillett.—Probably she would, as you would only want to build temporary places.

Capt. Dawe.—Would you not want to build a stage on which to land salt ?

Capt. Gillett.—Yes, that would have to be done before the fish came in.

Capt. Dawe.—You would have to make the fish in the station and then export it.

Capt. Gillett.—Yes.

Capt. Dawe.—Don't you think it would be very risky, considering you don't get any fish before the twentieth of July. Do you think you could get the fish dried in that place afterwards ?

Capt. Gillett.—I don't think so.

Capt. Dawe.—Well, do you think the business would pay ?

Capt. Gillett.—I don't think it would.

Capt. Dawe.—Do you think it would be well to make a law to prohibit the setting of traps before a certain date ?

Capt. Gillett.—No. Because all the steamers and schooners assembled would quarrel over the berths when the day for setting the traps came.

Mr. Morine.—Then the most peaceful way is to let the first man who arrives take the berth.

Mr. Morine.—The steamers have not damaged the fishermen yet ?

Capt. Gillett.—No, except one man named Luther, of Twillingate, who was interfered with by the *Diana*, (Job's) by her setting out a large number of traps and preventing him from getting any fish.

Capt. Dawe.—She prevented him from getting fish ? And made him sustain much loss ?

Capt. Gillett.—Yes. I may add that if the steamers are permitted to sail before the tenth of August it will cause great injury to the fishermen.

EVIDENCE OF JOHN RABBITS.

(Examined by Mr. Morine.)

Mr. Morine.—What is your name ?

Mr. Rabbits.—John Rabbits, Brigus.

Mr. Morine.—Do you pursue the Labrador fishery ?

Mr. Rabbits.—Not directly. I am in the employ of Mr. F. Jerret.

Mr. Morine.—You go to Labrador in the employ of Mr. Jerret?

Mr. Rabbits.—Yes.

Mr. Morine.—Where do you operate on the Labrador?

Mr. Rabbits.—At Smokey.

Mr. Morine.—Mr. Jerret's men are taken down by steam every year?

Mr. Rabbits.—For the last fifteen years they have gone by steam.

Mr. Morine.—Sometimes by steamers specially chartered and sometimes by mail boats?

Mr. Rabbits.—Principally by steamers specially chartered. But some men who are left behind go down in the mail boat.

Mr. Morine.—The mail boat goes too late to take all the men?

Mr. Rabbits.—Yes.

Mr. Morine.—About what time do you leave Brigus?

Mr. Rabbits.—From 10th to the 20th of June.

Mr. Morine.—What is your average passage down?

Mr. Rabbits.—Three or four days. It depends on ice conditions.

Mr. Morine.—Sometimes you meet ice?

Mr. Rabbits.—Yes, sometimes we have to make a circuit which takes up a day or more. We had to lay up twelve or fifteen days last year before fishing after getting down.

Mr. Morine.—Do you take your traps down in the steamers, or are they left there the previous year?

Mr. Rabbits.—We take them down in the steamer.

Mr. Morine.—Over what extent of coast do you set your traps?

Mr. Rabbits.—About six miles is the extent in which Mr. Jerret's traps are set.

Mr. Morine.—In and around Smokey?

Mr. Rabbits.—Yes.

Mr. Morine.—Is anybody with Mr. F. Jerret?

Mr. Rabbits.—No. Charlie Jerret was with him, but they dissolved partnership.

Mr. Morine.—Are any other firms doing business there?

Mr. Rabbits.—C. & A. Dawe and Mr. Kennedy have some business there.

Mr. Morine.—When the steamer takes you down does she leave you there and come away?

Mr. Rabbits.—She stays there about a day.

Mr. Morine.—You have no special steamer to come up in?

Mr. Rabbits.—No.

Mr. Morine.—The fish is shipped from the coast?

Mr. Rabbits.—Yes.

Mr. Morine.—Do you use steam in any form in collecting and distributing bait?

Mr. Rabbits.—No.

Mr. Morine.—What time do you put out your traps?

Mr. Rabbits.—The 10th of June.

Mr. Morine.—Do the ordinary fishermen get there as early as that?

Mr. Rabbits.—Yes. In some cases they get down before the steamers; but as a rule the steamers are first.

Mr. Morine.—Has your attention been drawn to the proposed legislation against the use of steamers in the Labrador fishery?

Mr. Rabbits.—Yes.

Mr. Morine.—The first section was merely to prevent the prosecution of the green fishery in steamers. What would you say about it? You would not like to see that permitted?

Mr. Rabbits.—No, I would not.

Mr. Morine.—The first part does not mean to interfere with the taking of crews to the Labrador by steam, as has been done in the past, but to prevent the spread of taking up berths at Labrador. If we made a law prohibiting the steamers from taking down crews, would it not be good for the fisherman?

Mr. Rabbits.—If that law were made Mr. Jerret would be greatly injured, because, as he had no vessel of his own, he would have to buy some or charter them; and schooners are now very scarce.

Mr. Morine.—Did Mr. Jerret arrange to have his men taken down this year by steamers?

Mr. Rabbits.—Yes.

Mr. Morine.—Suppose adequate notice were given, what effect would it have in succeeding years?

Mr. Rabbits.—My opinion is that when you do that it would throw the

monopoly into the hands of persons who have the best crafts. The first-class vessels can get there much earlier than the smaller craft.

Mr. Morine.—There is an inequality in vessels whether propelled by steam or sails. If you do away with the inequality of steam, you leave the inequality of sailing vessels. Could Mr. Jerret carry on the business satisfactorily without the use of steam?

Mr. Rabbits.—Yes.

Mr. Morine.—Do they not own a considerable number of sailing vessels?

Mr. Rabbits.—Only one of about 55 tons, and he has to take down between 150 and 200 fishermen every summer.

Mr. Morine.—Could he purchase schooners?

Mr. Rabbits.—Impossible this year. Other years he could purchase them.

Mr. Morine.—Would it not be possible to charter vessels?

Mr. Rabbits.—I don't think so.

Mr. Morine.—Practically, it means he would have to own some vessels for that purpose?

Mr. Rabbits.—Yes.

Mr. Morine.—What would you have to say in reference to the date of setting out traps at Smokey?

Mr. Rabbits.—It does not need any change.

Mr. Morine.—If it were made later, what effect would it have?

Mr. Rabbits.—You would probably lose part of the fishery if it were made later, because there may be an early fishery.

Mr. Morine.—About what date do you find the fish striking in at Smokey?

Mr. Rabbits.—They strike in from the 1st to the 10th of July.

Mr. Morine.—You set out your traps about the 10th of June?

Mr. Rabbits.—We put out our traps when they first strike in.

Mr. Morine.—Have you had any other experience besides that at Smokey?

Mr. Rabbits.—Yes, on Labrador.

Mr. Morine.—Were you at any one place any considerable time?

Mr. Rabbits.—At Blanc Sablon.

Mr. Morine.—As you proceed north from Blanc Sablon the season gets later?

Mr. Rabbits.—Yes.

Mr. Morine.—You don't think the 10th of June would be too early to set traps?

Mr. Rabbits.—I would not say it is.

Capt. Dawe.—Suppose the time for setting traps about Smokey were made the 25th of June?

Mr. Rabbits.—That would be too late. You run the risk of losing the first part of the fishery.

Capt. Dawe.—Would the 20th June be too late?

Mr. Rabbits.—I don't think so.

Mr. Earle.—When you say 6 miles are taken up by Jerret's traps, do you mean from point to point?

Mr. Rabbits.—Yes, from point to point. When the steamers take down stationers they are set ashore, and they have to take the voyage as it comes. The schooners have the advantage over them. If they do not find fish in one harbor they can go elsewhere. In my opinion there should be some protection for the stationers.

EVIDENCE OF CAPT. W. BARTLETT, BRIGUS.

(Examined by Mr. Morine.)

Mr. Morine.—How many miles is Turnavick from Smokey?

Capt. Bartlett.—90 miles north of Smokey.

Mr. Morine.—How many years have you been carrying on the fishery there?

Capt. Bartlett.—27 years.

Mr. Morine.—Do you carry your crews down by steamer?

Capt. Bartlett.—Yes.

Mr. Morine.—How many years have you done so?

Capt. Bartlett.—Always, with the exception of 1895 and 1896. In these two years I did not use steam.

Mr. Morine.—Does the steamer lay there when she takes you down?

Capt. Bartlett.—Yes.

Mr. Morine.—What steamers have you used lately?

Capt. Bartlett.—The *Kite* for the last three or four years.

Mr. Morine.—Your fish is shipped from the coast?

Capt. Bartlett.—Yes.

Mr. Morine.—Do you take your traps down in the spring?

Capt. Bartlett.—Yes; but we leave some there in the fall.

Mr. Morine.—What time do you leave here?

Capt. Bartlett.—From the 25th June to the 1st July.

Mr. Morine.—About what time do you leave the coast again coming south?

Capt. Bartlett.—We usually leave after 3 months.

Mr. Morine.—What is an average passage from Brigus to Turnavick?

Capt. Bartlett.—5 or 6 days.

Mr. Morine.—Do you meet ice?

Capt. Bartlett.—Every year.

Mr. Morine.—You will meet more ice and colder water on the north than on the south of Smokey?

Capt. Bartlett.—Yes.

Mr. Morine.—From Smokey the current strikes off?

Capt. Bartlett.—Yes.

Mr. Morine.—Could your trap leaders be out before you get there?

Capt. Bartlett.—Sometimes they are. I have men living there the whole winter.

Mr. Morine.—Then I suppose as a matter of fact these particular berths have been held by you for a long time. You get them every year?

Capt. Bartlett.—Yes.

Mr. Morine.—How many years is it since you began to use traps?

Capt. Bartlett.—Ever since I have been going there.

Mr. Morine.—Are traps in use as long as that?

Capt. Bartlett.—Yes; my father set the first trap thirty years ago.

Mr. Morine.—When you get down with the steamer do you put down more leaders?

Capt. Bartlett.—Yes.

Mr. Morine.—Over what extent of coast do your traps go?

Capt. Bartlett.—Between 5 and 6 miles. Sometimes we move up into the bay to follow the fish.

Mr. Morine.—You are still between those points?

Capt. Bartlett.—Yes.

Mr. Morine.—What is the name of the bay?

Capt. Bartlett.—It is called Kepacock.

Mr. Morine.—Have you ever used the *Kite* in green fishing?

Capt. Bartlett.—No. I would have used her last year but that I had no insurance on her. If I had used her I would begin with her on the 1st August.

Mr. Morine.—Where did you intend to send her?

Capt. Bartlett.—The fish was over at our place. I would have sent the *Kite* down north.

Mr. Morine.—Have you thought of taking down the *Kite* or other steamer to prosecute the green fishery?

Capt. Bartlett.—No.

Mr. Morine.—Your men are sharemen and you agreed to take them to Turnavick. You can only use those men after they have consented to take the traps out of the water at Turnavick, and if there was a failure and you wanted to move to the North, you would have to pick out a crew amongst them?

Capt. Bartlett.—Yes.

Mr. Morine.—Then as long as the fishing remains hopeful at Turnavick you would not move?

Capt. Bartlett.—No.

Mr. Morine.—You get down between the 1st and 10th of June?

Capt. Bartlett.—Yes.

Mr. Morine.—You are able to put down your traps when you get down?

Capt. Bartlett.—If the ice moves off I put them down; but I always put out my leaders to hold the berths.

Mr. Morine.—You don't get your traps fully set till the 15th to the 20th July?

Capt. Bartlett.—But I've seen fish there as early as the 12th July.

Mr. Morine.—Then the 10th July would be as early as you would get fish there in any year?

Capt. Bartlett.—Yes.

Mr. Morine.—A good average would be from the 15th to the 20th July?

Capt. Bartlett.—Yes.

Mr. Morine.—How late have you seen them strike in?

Capt. Bartlett.—I have seen them come in as late as 15th August. That was in 1901. In that year the fishery was a complete failure.

Mr. Morine.—How late might you go without feeling much disappointment?

Capt. Bartlett.—1st August.

Mr. Morine.—You finish fishing the 1st October.

Capt. Bartlett.—Yes.

Mr. Morine.—As an average do the fish stay in till you leave in October?

Capt. Bartlett.—They generally stay in till the 15th or 20th September.

Mr. Morine.—Well, then, your fishing at that place never extends over two months.

Capt. Bartlett.—No.

Mr. Morine.—That is from 15th July to 15th September?

Capt. Bartlett.—Yes.

Mr. Morine.—What do you think of allowing the prosecution of the fishery in steamers?

Capt. Bartlett.—I fail to see the difference between steam and canvas.

Mr. Morine.—The schooners can't go through the ice?

Capt. Bartlett.—Well, if the schooner gets the wind she can get down first and secure the berth.

Mr. Morine.—The *Kite* would get there first if there was ice.

Capt. Bartlett.—Well, if the *Kite* got the berths, she would deserve them.

Capt. Dawe.—Do you think there is any probability of any large number of sealing steamers being engaged in the green fish catching? To fit out here and go down North, do you think it is practicable and likely to pay?

Capt. Bartlett.—I don't think so, or the merchants in St. John's would have done it long ago.

Capt. Dawe.—Have there been any years in which there have been failures at Turnavick?

Capt. Bartlett.—Yes.

Capt. Dawe.—Would it be practicable for a steamer to leave here with a number of crews and to land them along the coast to the North—for instance at Cape Mugford-- and then go on further North?

Capt. Bartlett.—They could not land them without putting up some temporary shelter for them.

Mr. Morine.—But would it not be possible to take up a number of crews, go along the coast, drop them and let them take berths, leaving them in stations already prepared for them?

Capt. Bartlett.—A steamer could not take more than 20 crews, of five men each, with all their gear.

Mr. Morine.—And each one of these crews could look out for two traps?

Capt. Bartlett.—Yes. Sometimes they have only one trap for some crews.

Mr. Morine.—Don't you think rooms can be built in the North?

Capt. Dawe.—You would have to bring the material to build them in a steamer, as there is no wood there.

Mr. Morine.—I suppose there is some timber in the adjacent bays?

Capt. Bartlett.—Yes.

Capt. Dawe.—But it is too far away to be brought in boats.

EVIDENCE OF HON. E. R. BOWRING.

(Examined by Mr. Morine.)

Mr. Morine.—You do not operate in stations on the Labrador directly?

Mr. Bowring.—No.

Mr. Morine.—What steamers do you send to the Labrador?

Mr. Bowring.—We have only sent the *Kite* to the Labrador for a number of years.

Mr. Morine.—I have heard that one of the Ryan's is going to the Labrador with one of your steamers?

Mr. Bowring.—I know nothing of it.

Mr. Morine.—I don't know whether it was D. Ryan or J. Ryan.

Mr. Bowring.—They made no application to us. One man applied for the *Kite* to go green fishing, but upon consideration I could see no prospect to warrant the expenses.

Mr. Morine.—Would there be any objection to telling us the name of the man?

Mr. Bowring.—It was one of the Moore's, of St. Anthony.

Mr. Morine.—Well, then, you think at present that there is no likelihood of the Labrador fishery being prosecuted in steamers?

Mr. Bowring.—No.

Mr. Morine.—Why are the sealing steamers particularly unfit for the business?

Mr. Bowring.—They are too expensive, they consume too much coal, and they are too cumbersome. A steamer of the *Magnific* type might do, but the sealing steamers would not.

Mr. Morine.—You see no present prospect of the enlargement of the steam fleet on that Coast?

Mr. Bowring.—No. Capt. Bartlett says that the schooners going down now are as good as the steamers. They sail as fast as the steamers. But later when it is found that the fast sailer can't do the work, steam will take the place of the sail.

Mr. Morine.—Then you think steam is inevitable in some form?

Mr. Bowring.—Yes. But it is a long way off yet.

EVIDENCE OF GEO. ALEX. GOSS.

(Examined by Mr. Morine.)

Mr. Morine.—What is your name?

Capt. Goss.—George Alexander Goss, Spaniard's Bay.

Mr. Morine.—Do you follow the Labrador fishery?

Capt. Goss.—At Emily Harbor, North of Smokey.

Mr. Morine.—You are the next man to Jerret?

Capt. Goss.—Yes.

Mr. Morine.—How many traps do you set out?

Capt. Goss.—Seven or eight.

Mr. Morine.—Then you take down seven or eight crews?

Capt. Goss.—Yes.

Mr. Morine.—A crew to a trap or two traps?

Capt. Goss.—Some have two and some one.

Mr. Morine.—How do you go down?

Capt. Goss.—By schooners.

Mr. Morine.—Your own schooners.

Capt. Goss.—Yes.

Mr. Morine.—What time do you leave for the fishery?

Capt. Goss.—Between the 1st and 10th of June.

Mr. Morine.—What is the ordinary passage down?

Capt. Goss.—Ten days. I have done it in four days.

Mr. Morine.—Do you meet ice?

Capt. Goss.—Nearly always.

Mr. Morine.—Do you take your traps down with you, or do you leave them on the coast?

Capt. Goss.—We bring them down with us.

Mr. Morine.—You set out your leaders yourself when you go down?

Capt. Goss.—Yes.

Mr. Morine.—You are never able to put out your traps as soon as you arrive?

Capt. Goss.—No.

Mr. Morine.—What time do you get them set?

Capt. Goss.—The earliest time is the 6th or 7th July.

Mr. Morine.—What would be an average date?

Capt. Goss.—About 10th July.

Mr. Morine.—Is that the time the fish strike in?

Capt. Goss.—Yes.

Mr. Morine.—When do you stop fishing?

Capt. Goss.—We stop trapping about the 20th August.

Mr. Morine.—The farther North the later the trapping?

Capt. Goss.—Yes. At Cape Mugford they do not finish till the 15th September.

Mr. Morine.—Are there special berths you get every year?

Capt. Goss.—Yes.

Mr. Morine.—How is it these are not taken from you?

Capt. Goss.—Because I get there first.

Mr. Morine.—Have other people stations near you?

Capt. Goss.—Yes. C. & A. Dawe and Edward Kennedy. It is all the one fishing ground.

Mr. Morine.—And do you succeed year after year in getting pretty nearly the same berths?

Capt. Goss.—Generally.

Mr. Morine.—And the other men the same way?

Capt. Goss.—Whoever gets there first gets them.

Mr. Morine.—There is great rivalry?

Capt. Goss.—Yes.

Mr. Morine.—The first man who comes does not respect the fact that another man has had that berth the preceding year?

Capt. Goss.—No.

Mr. Morine.—Now let us come to the question of the use of steam in the green fishery. Have you any opinion to express?

Capt. Goss.—I don't think steamers could be used for that purpose, as the expenses of a steamer would be too great to pursue the green fishery; but I don't think it is fair to let the steamers start early, as there are head winds and ice to keep back the schooners, and the steamers could get down and take up all the best berths.

Mr. Morine.—There are conditions of weather when no sailing vessel can get along?

Capt. Goss.—Yes. No vessel can get along in cross wind.

Mr. Morine.—In cross winds the worst sailing vessel is as good as the best?

Capt. Goss.—Yes.

Mr. Morine.—You say if the steamers were allowed to prosecute the fishery the competition would be unfair to the schooners?

Capt. Goss.—Yes.

Mr. Morine.—Suppose a steamer was used for the purpose of getting crews down to the north early to take up the berths?

Capt. Goss.—I would consider that unfair also.

Mr. Morine.—Is it not possible for men with plenty of means to use the steamers in distributing the crews and getting berths greatly to the disadvantage of men like you?

Capt. Goss.—Yes; because if you had 100 crews you could go down and take up the best berths on the Labrador, and the medium man in the schooner loses his berths and gets nothing.

Mr. Morine.—Then that man who came along might be followed by men in vessels and the crews set up so as to operate the traps?

Capt. Goss.—Yes. A steamer could take down some crews of 2 men each with a trap and a leader for each crew.

Mr. Morine.—How could they operate those traps?

Capt. Goss.—They have fishing rooms. C. & A. Dawe, for instance, can take two men from each crew and some traps and leaders and put them on board a steamer and go down and occupy the whole place. Now when I get there I cannot get any berths, as the steamer has been there ahead of me and secured them.

Capt. Dawe.—What date do you think would be right for getting out a trap. What is the earliest time you have known fish to strike in?

Capt. Goss.—The 25th of June.

Capt. Dawe.—What do you think of making a law to keep any one from getting a mark in the water till the 25th June?

Capt. Goss.—That would be very good, as the sailing vessels could get down then and compete with the steamers. They can get there the 25th June, and, if no one was permitted to mark any berths until after that time, the sailing vessels would have a chance.

Mr. Morine.—Would you put Smokey in the northern or southern section?

Capt. Goss.—Smokey is facing south.

Mr. Morine.—When the ice permits you to get into Byron's Bay you will then be able to get north?

Capt. Goss.—Yes.

Mr. Morine.—Your idea is to prevent the steamers to have anything at all to do with the fishery?

Capt. Goss.—Yes.

Capt. Dawe.—Not even to take down crews?

Capt. Goss.—Not even to take down crews.

Capt. Dawe.—In case it should turn out that you can't prevent the steamers from going down, what would be the next best thing?

Capt. Goss.—The man who has his own fit-out should get a chance. That man, if there is a time fixed, can get there early and have as good a chance as a steamer, provided there is a fine imposed on all who set traps before a certain date.

Mr. Moulton.—If a law is made that no man can put the traps into the water or take a berth till a certain date, then no matter when the steamer goes she can put traps out. The schooners will then have as good a chance as the steamer.

Mr. Morine.—It was a great mistake to try to make the date for setting traps the same all along the coast?

Capt. Goss.—Yes, that was unfair; because the fish strike in earlier at some places than at others.

Mr. Moulton.—Well, if the date for setting traps was made a day later for every 50 miles north?

Mr. Morine.—That would be a question for one well acquainted with the coast.

Capt. Goss.—I think it would be a good idea to cut it all in stations, from Battle Harbor to Cape Bluff, and from the Spotted Islands to Ireland's Eye, etc.

Mr. Morine.—What date would you say would be suitable from Cape Harrison north?

Capt. Goss.—The 25th June. The fish strike in from Smokey to Cape Harrison the 10th of July.

The Select Committee met at 5 p.m. on Friday, May 5th. Present: Messrs. Morine, Earle, Moulton, and Hon. Eli Dawe.

CAPTAIN C. DAWE EXAMINED BY MR. MORINE.

Question.—You are Capt. C. Dawe, of the firm of C. & A. Dawe, Bay Roberts?

Answer.—I am.

Question.—Your firm carries on Labrador business, both at stations on the Labrador and by ordinary supplying craft?

Answer.—Yes.

Question.—And in addition to your own business you supply a large number of planters?

Answer.—Yes.

Question.—What stations on the Labrador, and what rooms do you run?

Answer.—The chief ones would be at Sandy Islands, Domino, Black Tickle, Indian Tickle, Horse Harbor, Indian Harbor, Holton, Double Islands. These are the principal places.

Question.—At each of these places you have rooms?

Answer.—Yes.

Question.—And your people at present in going down to your rooms have all gone by sailing vessels?

Answer.—Not all. A few last year got passage in steamers; but in the main it has been the practice to send them by sailing vessels, mostly in my own craft.

Question.—These were sailing vessels that would pursue the green fishery with their own crews?

Answer.—Some would and some would not. Some carried dealers and landed them in the harbors as they went along and lay up. The smaller ones carried down crews and landed them and went on green fish catching.

Question.—Then in the autumn, when the fishery is winding up, are the same vessels sent to bring back the same people?

Answer.—They bring back the same people.

Question.—Your traps are they brought home in the autumn and sent down the following spring again?

Answer.—Yes.

Question.—You have a caretaker left in charge of the principle stations?

Answer.—Yes.

Question.—In taking up berths in the spring are any taken up by the caretakers?

Answer.—No, there is only one man there and he cannot take them up. The caretaker takes up berths for himself individually at Horse Harbor.

Question.—In any case your berths for the season are taken up by the men after the schooners arrive?

Answer. Yes.

Question.—At some places you come into competition with the firm of F. & C. Jerret?

Answer.—At Indian Harbor principally, and that neighborhood from Holton to Indian Harbor.

Question.—They send their men down with steamers?

Answer.—Yes.

Question.—Do you come into contact with anybody else who send down steamers.

Answer.—Jerret last year landed men from Bateau North and Indian Tickle. All the principle berths were taken by men who went down with Jerret. Jerret last year took passengers besides his own crews, and landed them at various places going along the shore, and they took up their berths, and remained at the places where they took up their berths.

Question.—Do you remember what steamer he had last year?

Answer.—I think it was the *Erik* he had.

Question.—Did she remain down?

Answer.—No, she came back.

Question.—Who charter steamers for themselves and come into contact with you?

Answer.—None but Jerret so far.

Mr. Earle.—When he went down with the steamer did he have stations for his men to go into? He did not build them as he went along?

Answer.—It was not his own people but others who paid the passage down for the purpose of getting a berth, and took the leaders and one or two men as the case may be.

Mr. Morine.—You say that the men taken down by Jerret were independent of him; that they simply agreed with him to go as passengers, he having room for them?

Answer.—Yes.

Question.—Did these men get down before the schooners got there?

Answer.—Yes.

Question.—Well, taking year in and year out is it possible for people going by schooners to arrive at these places on the Labrador as quickly as they could be taken there by steamer?

Answer.—Certainly not, and I will explain why not. Because when the sailing vessels leave they are subject to head winds, jams of ice and calms; but or-

dinarily when steamers leave it's certain they will arrive at certain times, barring accidents. It is possible that sometimes both steamers and vessels, leaving at the same time, will arrive together, but not once in a hundred times.

Question.—Taking the season of the year in which they go down, is it almost certain that they will meet ice and other conditions that delay?

Answer.—It's almost certain. The first time they meet ice is in the Straits, and along the French Shore and Labrador; but occasionally they do not meet ice.

Question.—I take it that in the case where a firm or individual is carrying on a business large enough to be able to employ a steamer, or where smaller men are so situated that they can get passage in a steamer, they have great advantage over people depending on sailing vessels?

Answer.—They have great advantage.

Question.—By a combination between a number of men to employ a steamer to transport themselves there, would it be possible to get a great advantage over the rest of the people?

Answer.—Undoubtedly.

Question.—If that were carried on to a large extent, either by rich firms or combinations of men, what would be the effect on the sailing fleet of the island?

Answer.—The people who go down in the sailing vessels would get poor places for their traps, and consequently very little fish, and the ultimate effect would be the destruction of the sailing fleet, and the steamers would have to do the work.

Question.—Would it be possible for a rich firm to use a steamer in such a way as to take up the valuable berths on the larger portion of the coast?

Answer.—It is possible for a firm, and not a very rich one either, to take up every choice trap berth on the coast and operate it. There is no question about it.

Question.—Will you explain how it can be done. It has been objected that you cannot take a great many trap crews with their utensils in one steamer?

Answer.—It would altogether depend. If the stations were built you could take a large number, but if you had to build new stations you would have to take a smaller number, because the material would have to be brought down to build the stations. A wise man would have his stations built up for his men to sleep in, as his gear to build a stage would take up considerable room in the ship. The men could be landed as they went along, stick up their houses to lodge in first, then of course it would take them a week or ten days to get ready for the fishery; but they would be there one month before the fishery would commence. It is possible for a firm with a number of steamers to monopolise the whole thing.

Question.—I want to get this definitely. The rooms or sleeping places and other facilities do not have to be out where the trap berth is?

Answer.—No, certainly not.

Question.—The point I am getting at is this : You may have your room in a convenient harbor, and near that harbor there will be a number of choice berths. Consequently, men going into that vicinity might safely build their rooms one year and look forward to the use of them for a number of years after ?

Answer.—Yes.

Question.—The second year if he went down he could take a much larger number of crews ?

Answer.—Certainly.

Question.—He would have to land the crews and such material as they had, and salt with it ?

Answer.—He would not need to bring the salt in the steamer, as the salt would go down in the vessels. No salt goes down in steamers, unless the steamer lay down there in the summer. It would come in mostly in foreign vessels. We charter vessels with salt to arrive at Bay Roberts on the 20th June, and start them down to be in time for the fishery. We would not think of sending salt in steamers.

Question.—In any case, as you say, the men would be there before the fish came in ?

Answer.—Yes. They do not calculate to get fish below Domino much before the 1st, 10th or 15th July, or later. Men going down on the steamer would be on the spot by the 5th or 10th June. All they want is a place to shelter themselves, which can be put up immediately.

Question.—Would it be necessary to send a full trap crew by the first steamer ?

Answer.—They send sometimes one man and sometimes two. If three of them wanted to get a trap berth, they would club together and mark the berth. It is the practice. There is a sort of freemasonry among the fishermen there, and they would not interfere.

Question.—If you were going into the business of using a steamer, and intended to take up your berths, you would send along two men at most for each trap berth—drop down your men and take up the berth—and fill up your crews later on ?

Answer.—Yes.

Question.—You say that can be done with one steamer even over a large section of coast ?

Answer.—It was done there last year and the year before by Jerret, can be done to any extent, and will be done to a great extent this year if not prevented. I know this. I have kicked against it so far, but I will not allow Jerret or any one to get ahead of me. In five years time there will be no such thing as sailing vessels going down as freighters. My opinion is that in less than five years the Lab-

rador fishery will be a monopoly in the hands of four or five persons, unless the use of steam is prevented.

Question.—You have said that your firm did the largest Labrador business of any in the country, and also that if the use of steamers was not prohibited, in so far as practicable, you will have to use them yourself?

Answer.—Certainly.

Question.—The result of that would be that in four or five years the whole fishery will be monopolised by steamers, and this will mean a monopoly by a few firms.

Answer.—Yes. That would confiscate the property utilised in the Labrador fishery. C. & A. Dawe have \$55,000 worth of schooners. After the fishery is prosecuted in steamers, to a large extent these schooners become useless for carrying down the people to take up their trap berths. The schooners cannot be replaced, and the salt will be carried down by foreign vessels as now.

Question.—Against such competition as that, could the owners of schooners fight successfully?

Answer.—No, unless they made a combination. Their schooners would not be of much use to them. I am talking now of the part of the coast from Cape Harrigan south.

Question.—Upon that portion of the coast could the ordinary schooner owner and fisherman compete successfully against steam?

Answer.—He could not.

Question.—Then, practically, unless there is some prohibition against steam all the Labrador coast from Cape Harrigan south must fall into the hands of capitalists?

Answer.—Yes.

Question.—Now from Cape Harrigan north, what would be the effect of steam?

Answer.—From that place there are no settlers up to the present time. Vessels go there green fish catching, and take their chances to get down; but if steamers go there vessels will have no chance to prosecute the voyage. Already people have been bothering me about getting steam trawlers, because they are being sold cheap—trawlers like one that which Baine, Johnston & Co. has; and they have been pointing out to me how cheap it could be done, and I believe it would pay to employ them. They would be ahead of schooners. The great trouble in getting north is that it is head wind or no wind, and that being so the steamers would be down there and get their choice of berths. It is a section of the country in which calms prevail.

Question.—In answer to that, it has been said that the expense of operating the steamers would forbid that?

Answer.—I am in doubt about that. The expense of operating steamers down there would not be much greater than sailing vessels. Gasoline schooners could be operated down there cheaper than sailing vessels.

Mr. Moulton.—Gasoline schooners could be utilized.

Capt. Dawe.—If you are going to prosecute the fishery in steamers you need not leave as early. The schooner is different, and the extra time which you gain by going in the steamer more than compensates for the expense of operating by steam. They cannot be operated so cheaply as the vessels, but the result in the voyage will more than compensate for the difference in the expense.

Question.—You believe that the fishery can be carried on by the use of power successfully?

Answer.—I believe so.

Question.—You believe also that as a number of vessels of that class are offering for sale it is more than probable that they will engage in the fishery?

Answer.—Yes, before long.

Question.—That then would mean a practical wiping out of all that class of vessels which go North at present?

Answer.—Gradually. The result will come as it did to the sailing vessels prosecuting the seal fishery.

Question.—And from that the firms doing business in a larger way—the capitalists—would control that fishery?

Answer.—The independent planter cannot command the money. They should form a combine. The individuals cannot do it.

Question.—The risk attached to the employment of one steamer would make it unwise to embark with only one in the fishery? You scatter your risk by having a large fleet sufficient to make up for failure?

Answer.—It is not the practice for a man to base his chances on the one spot down there. It is better to have them scattered along the coast. You cannot make such a good thing, but you will not meet heavy losses.

Question.—It has been objected with reference to Jerret's. (1) They have been using steamers to take their people down for some time past, and (2) they have no vessels to take their men down, and that, therefore, to prevent them from using steamers would be unfair interference?

Answer.—I do not know. The same thing applies to ourselves. We have not a sufficient number of vessels to take down our people. We charter, and if we cannot get those vessels we will have to employ a steamer. My brother has been away two months and did not get the vessels he wanted, so that we must get our people down otherwise.

Question.—That objection with reference to Jerret, if it did have any force this year, would it follow that it would have next year?

Answer.—It is merely a question of means to get the vessels.

Question.—The same objection has been argued with reference to Capt. Bartlett, of Turnavick.

Answer.—The same reasons would apply. He can get the vessels. Bowring has plenty of them. He is supplying Bartlett, and it is as easy to send down the crews in vessels as in steamers.

Question.—You say vessels can be got this season, it is merely a question of money?

Answer.—Undoubtedly.

Question.—Take the green cod fishery. You would say that the best thing to do is to prohibit the use of steam in it altogether?

Answer.—Yes, it is the best thing, and when I am talking in that way I am talking against my own individual interests. If steamers are going to be used it will be as profitable to me as anyone. Speaking in the public interest the use of steam in the Labrador fishery, outside of taking the fish to market, ought to be stopped.

Question.—Do you apply that to the Straits?

Answer.—I do not know anything about the Straits.

You should limit the use of steamers, and if against the public interest they should not be allowed at all. The sure way would be to limit the use of steamers to transporting fish.

Bowrings and Baine, Johnston & Co. can monopolise the Labrador fishery if they wish to do so, because they can use for their own purposes what vessels they require and refuse to hire to others.

Question.—If they made a combination of that kind there is not steam enough here to fight them?

Answer.—There is nobody to fight them. I think, if you will let me say so, that the difficulty might be met for the current season, as it is late for Bartlett and others to get schooners, in prohibiting the steamers from leaving until the 25th June or the 1st July. Capt. Bartlett does not leave sometimes until the 10th.

Question.—As far as the fishery is concerned there is no objections to a steamer leaving after the 25th June?

Answer.—If that date was fixed anybody who wanted to get his trap berths down, without having to send them in steamers, can do so, south of Cape Harri-gan. This is the bone of contention. It was reported the other day at Carbonear that Mr. Ryan was going to take down some men in a steamer that took down

whaling supplies. I had letters from Carbonear about it. He was to take up berths in Bateau. I wrote to him but he was away. The whaling steamer has not gone down yet.

Question.—For the present year, by preventing any steamers from going until the 25th June, would the difficulty be got over—that is not to leave here before the 25th June—I mean to the settled portions of the coast? Of course people fishing north complain that steamers should not go until very much later?

Answer.—None of the sailing vessels would leave before the 15th or 20th June, if not driven by the steamers.

Question.—It has been further objected that it is only a matter of degree between the steamers and the vessels, and that there are equal degrees of unfairness between the better and poorer classes of sailing vessels; that if you stop the steamers from going down, you will still leave it open to the larger firms to use the best class of schooners, and that is equally unfair to the owners of the poorer class of schooners?

Answer.—It is open to them to do so, but as a matter of fact the contrary is the case. It is the small independent planters that have the smartest and best schooners. To get a good schooner is not impossible for any fisherman. It depends upon his own personal efforts, and it is a thing which any fisherman can aspire to.

Question.—Give your reasons?

Answer.—I buy a new schooner, and every capable dealer looks to get the best schooner.

Question.—It strikes me to be a different question altogether with the steamers. The number of steamers must be small, and the ordinary fisherman cannot aspire to get a steamer, while the mass of energetic, active fishermen are going to get the best schooners?

Answer.—The fisherman gets an old schooner first and then sells and gets a new and better one.

Question.—You say, as a matter of fact, that it is the energetic, independent, bustling planter that has the best schooner?

Answer.—Certainly.

Question.—He will suffer most by the competition with steam?

Answer.—It was the same with the seal fishery. There were lots of men who said that the introduction of steam into that fishery would destroy the sailing fleet, and they were right. The active men were ruined by them, and the same will apply to the cod-fishery in a greater or lesser degree, and the future will tell that.

Hon. E. Dawe.—You do not think it would be exactly fair this year to shut down the steamers who have taken down crews. You think the time is too short for Bartlett and Jerret?

Answer.—I do not think it is for this year. If I want three schooners to take the men that I have made no provision for, I have to go to market to get them. Bartlett does not want more than one or two; neither Bartlett nor Jerret want more than I do, nor are they in any worse position than I am. It might be a hardship, but it will be the same thing next year, but even if it was a hardship it will not trouble me if it is done for the public good. It is not a hardship on Bartlett or Jerret. Supposing I told my dealers to-morrow I would hire my schooners, they would be just in the same position as Bartlett or Jerret. While they have not the schooners, the people who supply them have the schooners. They will make a desperate fight to retain the monopoly of the best trap berths on the coast.

Question.—What you mean is that you have planters who are in a position just as hard as Jerret or Bartlett? Do you stand towards them in the same way that Bowring stands towards Bartlett, or Harvey towards Jerret? And if you cannot get schooners your people cannot go, and if steamers were allowed you must get steamers for your people.

Answer.—C. Jerret has all the schooners he wants for his people, and F. Jerret may get one, two or three which will do. With one more schooner they can move their crews, but if allowed to take steamers they will get ahead of everybody.

Question.—In case it was found to be a hardship this year to prohibit steamers going down at all, would it not be a wise rule that no traps should be put out until a certain date?

Answer.—If a man sets his trap before a certain date there is no one to complain of him. The only way to meet the difficulty would be to prohibit the sailing of steamers until a late date.

Question.—Mr. Jerret objects because they had no time to get the schooners?

Answer.—Make the date of steamers sailing the 1st July, and Jerret's people will get down in sailing vessels by leaving on the 1st June. If you make the date of steamers sailing late you put them on the same footing as vessels, because they cannot take up their trap berths.

Hon. Eli Dawe.—That did not get over the trouble that a certain number of traps were left on the coast, and that there were men who could take up their berths even if the steamers were not allowed to go down?

Answer.—The fishermen did not pay the least attention to this. If you sent a man down to mark a trap, there were no fishermen who would take it; but if a settler marked five or six, the fisherman put his trap down and pay no respect to the mark. What I was reaching was this: That if you do not want to make hardship for Jerret, and he says, "I have to carry my crews down," you say, "but it is open to you to go down in sailing vessels and get your berth, if you can, and bring along your crews in time sufficient if you leave by the 1st July." That seems to get over the hardship if they have not enough bottoms to get their men

down. Captain Bartlett is an exceptional case. He does not interfere with anybody else. He does not need to leave before the 1st July. Nobody wants to leave in steamers for the purpose of catching fish below Domino before the 1st July; they leave earlier to get the trap berths from their neighbors south of Harrigan. All that the people want is to stop the steamers from getting all the trap berths.

Mr. Earle.—As regards that point you spoke of, about the dropping of crews going north, is it possible to start these stations way down the shore?

Answer.—You can start them anywhere you like. Some say you cannot get material, but you can get it, and even if you cannot get it you can carry it from here.

Mr. Moulton.—I have had experience of seeing vessels on the Canadian Labrador, and I say if one steamer will not carry all two or three will, so that you can go down this year and build and settle in the same season?

Answer.—Give a man a few things and he can go down and be ready in a week.

Mr. Morine.—From all you say, you feel that this whole question has reached an acute phase?

Answer.—Yes.

Question.—Then I take it any delay in legislation would make the thing much more difficult to adjust?

Answer.—Yes.

To Mr. Earle.—I do not care individually what is done, because if steamers are allowed to be used we can use them with much advantage.

Mr. Earle.—The firm of Ryan will be working some sort of gasoline affair to set their traps up and down the shore. Have you any idea of using a gasoline launch?

Answer.—No. We had but we dropped it. We wanted it to go among the dealers for the loading of vessels.

Mr. Moulton.—Gasoline is used in the same way as coal or steam.

Mr. Morine.—Except that it is more portable and dangerous.

Mr. Moulton.—It is not quarter the expense of coal. The great danger is that it is explosive. For schooners of about 60 tons it would cost about \$2,000 to give them six to seven knots in ordinary weather, and would be much cheaper than steam. This is what Penney's gasoline schooner cost. There is no more danger with it than any other explosive.

EVIDENCE OF CAPT. A. KEAN.

(Examined by Mr. Morine.)

Question.—You reside in St. John's, do you not?

Answer.—Yes, in the winter, and at Brookfield in the summer.

Question.—And from Brookfield you carry on a fishery business?

Answer.—Yes.

Question.—Both by schooners owned by yourself and by supplying other persons?

Answer.—Yes.

Question.—Your own schooners and those you supply carry on the Labrador fishery as floaters?

Answer.—Yes.

Question.—None of them are stationers?

Answer.—No.

Question.—You for many years sailed craft in the Labrador fishery yourself?

Answer.—Yes.

Question.—So you are familiar with the business in all its phases?

Answer.—Yes.

Question.—The practice in your section of Bonavista Bay, amongst many of the vessels, is to make an early trip to the Strait Fishery?

Answer.—Yes.

Question.—They go the Straits and return with their catch of fish and then go to Labrador?

Answer.—Yes, that is it.

Question.—And if they do not catch a load in the Straits they may continue to the Labrador from there?

Answer.—Yes.

Question.—They all use traps, I understand?

Answer.—Yes.

Question.—Both in the straits and on Labrador?

Answer.—Yes.

Question.—The trap is their main dependence, is it not?

Answer.—Yes, though a few use cod seines also.

Question.—They do not depend to any extent on the hook and line?

Answer.—Very few.

Question.—Vessels going to the Straits fishery aim to get away about what time?

Answer.—Between 1st and 10th of June.

Question.—And in cases of schooners coming back from the Straits with fish, what time do they start for the Labrador?

Answer.—Generally between the 20th July and the 1st August.

Question.—Vessels starting as late as that engage in what is known as the Northern Labrador Fishery?

Answer.—Yes, as a rule they seldom fish south of Indian Harbor.

Question.—And as a rule, I suppose, they do not aim to enter harbors south of that?

Answer.—Not very many.

Question.—Vessels leaving the Straits and going northward would they coast along visiting places, or would they also go far north?

Answer.—They would be more inclined to visit as they would go, because if there were no fish in the Strait up to an early date they would leave for Labrador.

Question.—Now can you give me an idea when these vessels leaving the Strait would move along northward?

Answer.—From the 10th to the 15th July.

Question.—What are the boundaries of the Strait Fishery?

Answer.—They would go as far west as Mutton Bay on Canadian Labrador, considerably above the Mecatinas.

Question.—What is the northern or western boundary of what is called the Strait.

Answer.—About Forteau.

Question.—When the term "Straits Fishery" is used it means between these two points?

Answer.—Yes. It would be termed "Straits Fishery" if we fished in Red Bay or east of Modeste.

Question.—Leaving out the boundaries which may be used by your own people, and using those which might be used by any one, what would be meant by the Straits Fishery?

Answer.—Anything between chimney Tickle and Mutton Bay.

Question.—How far is Chimney Tickle from Battle Harbor?

Answer.—About ten miles south and west.

Question.—Then Battle Harbor is the beginning of Southern Labrador?

Answer.—Yes, Cape Charles is in the boundary.

Question.—Southern Labrador extends how far?

Answer.—To Domino.

Question.—North of that you call it simply Northern Labrador?

Answer.—Yes, or we would call it the middle part of the shore.

Question.—From Domino to Cape Harrigan their are stationers as well as floaters carrying on the fishery?

Answer.—Yes.

Question.—I suppose there are some large permanent rooms?

Answer.—Yes, at Indian Harbor, Holton and Long Beach, etc.

Question.—Why, in speaking of Southern Labrador, draw the line at Domino instead of Cape Harrigan? What is the difference in the fishery?

Answer.—Very little difference only it was so far south that one time it was looked on as a long distance. The reason we call it the southern part is because we go so much further now.

Question.—The coast takes a marked change at Domino?

Answer.—Yes.

Question.—From Cape Charles to Cape Harrigan the fishery is carried on in the same way, by the same class of fishermen, by stationers, large rooms and floaters?

Answer.—Yes.

Question.—North of Cape Harrigan there are no floaters, no large rooms?

Answer.—No.

Question.—The fishery may be said to be carried on by floaters?

Answer.—Yes, except that carried on by the Esquimaux and Moravians.

Question.—Only the floating fishery is carried on by your own people?

Answer.—That is all.

Question.—What time do they go beyond Cape Harrigan?

Answer.—Well, now, that very much depends upon the different bays. People of Notre Dame hardly ever get their fish this side of Harrigan. They run for berths. They run down, secure the berths and wait for the fish.

Question.—What time do they leave Green Bay?

Answer.—About the latter part of June or the first week in July. They are generally the first to arrive.

Question.—At that season of the year is it possible to get below Cape Harrigan?

Answer.—Often possible and often not possible. Very much depends on the winds.

Question.—What about the people of Bonavista Bay.

Answer.—They generally go to the Straits first and can hardly ever get down below Harrigan before the 10th or 15th of July.

Question.—Those that leave the bay after prosecuting the Straits fishery would be later?

Answer.—Yes. They rarely stop south of Cape Harrigan when they go down.

Question.—Your attention has been drawn to the fact that some legislation was proposed with reference to the use of steam?

Answer.—Yes.

Question.—Starting with the question of the use of steam in prosecuting the "green" fishery, what would you say?

Answer.—I have not given it very much attention, but I do not see any difference it would make, save that the use of steam might throw a number of ship-builders out of their trade. Otherwise I do not know that it would be any injury to the fishery.

Question.—Of course steamers being expensive must be owned by capitalists, either by companies or rich men. An ordinary independent planter could not conduct that steam fishery.

Answer.—That is so. But the steamers being so expensive the companies would not likely employ them when they can get sailing vessels so much cheaper.

Question.—It appears that that is true with large steamers like sealing steamers, or with reference to steamers they now own; but it has been said before us by competent men that it is possible to obtain steamers of the *Magnific* or *Euphrates* type which can be run by a very small crew, and with very small expense for coal and other expenses, and that the fishery can be carried on by them, and then it was added that they could leave later and arrive earlier on the Labrador, and the saving of time due to that, and also the saving of time coming back with the saving effected by having a smaller crew, would obviate much of the objection as to cost.

Answer.—There was no meaning in speaking of the smaller crews, because they would have to have enough men to handle the traps. That would be necessary whether steamer or sailer.

Question.—But would there not be a saving in time? Captain Charles Dawe said on examination that North of Cape Harrigan calms very frequently prevailed,

or head winds or ice, and under these conditions a steamer could prosecute the voyage very much better than a sailing vessel. Then he said that a steamer could afford to leave here considerably later, and would arrive there considerably earlier, thus saving in expenses of food and other expenses of that kind ; and when ready to return the same thing would apply, though not to such a great extent. He said it was possible to obtain that class of steamers so very cheaply now and that he thinks it quite feasible to carry on the fishery in that way ; and I may say that the Hon. E. R. Bowring said that he thought the use of steam was inevitable, although it might be slow in coming. You know that Job Bros. & Co. have been sending two steamers and Baine, Johnston & Co. one to engage in the "green fishery."

Answer.—Yes.

Question.—If that were permitted to increase what would be the effect on the sailing fleet ?

Answer.—Well if only the capitalists went into it, it would have the effect in the end of killing out the sailing vessels.

Question.—Leaving out the question of expense, would not a steamer have a great advantage over a sailing vessel ?

Answer.—Yes, she would have an advantage to some extent.

Question.—She could get there earlier ?

Answer.—Yes. But if you leave out the financial question I fail to see the difference. The very same thing applies between a vessel that can sail nine knots and one that can only sail four.

Question.—The difference is that the nine knot vessel would be within the reach of almost every independent planter while the steamer would not be. Can you more successfully catch fish if you have a steamer than if you have a sailing vessel ?

Answer.—No, you would not catch fish any better if you had a steamer than if you had a sailing vessel.

Question.—Would you not have a better chance in the selection of berths ?

Answer.—Yes, but what is the difference of a man getting the berths with a sailing vessel or with a steamer. Somebody gets the selection at present.

Question.—Cannot the men in steamers get there first ?

Answer.—Yes.

Question.—Can they not monopolize the berths ?

Answer.—Yes, but somebody is doing that now.

Question.—The answer to that is that now competition is more open to working fishermen. Cannot the men with steamers get the good berths more easily than those with sailing vessels ?

Answer.—Yes, they can get there quicker.

Question.—I take it that there are certain berths much better than others?

Answer.—I must confess that I think the fishermen set too much value on berths. I think that I can prove that the very best fishkillers never run for prime berths. In many cases berths that are considered prime berths turn out to be of no value. Men have gone down and found the prime berths taken, and have gone to other places and got a load of fish, while those who held the prime berths did not get any. Very much depends upon the weather and tides.

Question.—Then you are of opinion no berths may be called prime berths?

Answer.—I would not say that, but I think there are not many.

Question.—Then you would say that it does not make much difference what berths are secured?

Answer.—No.

Question.—You mean to say that conditions change the value of the berths?

Answer.—Yes.

Question.—You could not tell next year what a berth that was good this year would be worth?

Answer.—No.

Question.—The berth may be good one year and bad the next?

Answer.—Yes, westerly winds might make one berth good while easterly winds might make it no good.

Question.—That is not only a suppositious case, but you say it is impossible to lay down rules as to which are good berths?

Answer.—Yes.

Question.—Would you say that the extent of the Labrador is so great that monopoly of the good berths is not feasible?

Answer.—Yes; not to any great extent.

Question.—That being so, it follows that the men in steamers could not monopolise the berths. They cannot so monopolise the berths as to disastrously affect sailing vessels?

Answer.—No.

Question.—Now to come to the financial question. Have you yourself looked carefully into the question of the relative expense of steamers and sailers?

Answer.—No.

Question.—While speaking of steam we mean to include all artificial power. You are aware that gasoline is being used in the American fisheries?

Answer.—Yes.

Question.—I suppose you have not looked into that matter, and you do not know how it compares with steam or sail?

Answer.—I have had a little experience with it, and I think it is a little more economical than steam if used, but what I have seen of it was a failure.

Question.—What is your experience?

Answer.—We have two gasolene boats at Brookfield, and they never worked satisfactorily.

Question.—Mr. Moulton, you have had no trouble with gasoline?

Mr. Moulton.—No. I think in cases where there is trouble with gasoline it is because of the bad make of the engines or the ignorance of the men running them.

Question.—Your experience then is confined to local use?

Capt. Kean.—Yes.

Question.—Well, now, one other feature. With reference to the question of competition by steam and the suggestion that has been made that it may be obviated or regulated by fixing a time before which it will not be lawful to set traps on Labrador. You are aware that at present no traps can be set north of Battle Harbor before the 10th of June. Of course if you come to fix a date you would have to fix it by stages?

Answer.—Yes.

Question.—Simply because further north the fishery is later?

Answer.—Yes.

Question.—What would you say as regards the feasibility or propriety of setting such dates?

Answer.—I do not believe in it at all.

Question.—Why is that?

Answer.—For the simple reason that from my experience fish never strike the coast on the same date in any year, and when they do strike, as a rule they come to the shore and get glutted with bait and then strike off in deep water. What fish is got after the trapping season is got with bait. If the fish struck in early, and you prevented men from setting traps to catch them, and if when allowed to set the traps the fish have gone off, surely it would be a great hardship on the men with traps. I think that in the early 90's there was what is known as "the summer of scarcity," because the fishermen went down and came back without any fish. From what could be gathered from the settlers it appeared that early in June, before the fishermen got down, the fish were in abundance. The result was that the fish got glutted with bait and struck off before the arrival of the fishermen. I think it

would be better to prohibit fishermen from prosecuting the fishery altogether than to make a law fixing the time for the setting of traps.

Question.—Do the fish ever come in before the ice permits the vessels to get down on the coast?

Answer.—Yes, very often; because many may be blocked with ice on the southern part and the northern part will be free.

Question.—The fish may be in there?

Answer.—Yes.

Question.—That would be early in the summer?

Answer.—Yes.

Question.—Do the fish ever strike in while there is sufficient ice in some localities to prevent men from catching them?

Answer.—Sometimes. Sometimes the fish come in, and the ice comes in after them and drives them right up into the bottom of the bay.

Question.—Would the fish be out near the ice?

Answer.—Yes.

Question.—Then you would say that there may be years when vessels not making an early start would not be able to get down?

Answer.—Yes.

Question.—Would there be fish there?

Answer.—Yes.

Question.—As soon as they arrived there would be fish to trap?

Answer.—Yes. Sometimes that is the case.

Question.—It happens not very infrequently?

Answer.—Not infrequently.

Question.—Then you say it is not possible to fix, even with approximate success, any date that would allow vessels to arrive and set their traps in a fair time. We want to give every person a fair chance to get on the Labrador so that he may run a chance of getting berths. I will put the question this way: Would you think it possible to arrange dates for the setting of traps so fairly that any industrious person who wants to go on the Labrador could be there in time, and yet that date not be so late as to allow the fish to come in before the trapping would begin?

Answer.—It may be possible to do it, but I do not think it would be right. I fail to see where the propriety would come in. It seems to me that it would be rather holding out a premium to the lazy person. You will find that the industrious men as a rule get their work done early and go off earlier than the others.

Sometimes it pays them, not always. They may have to wait a week or two for the fish. Sometimes they are fortunate enough to secure 100 or 150 quintals of fish before the other boats arrive. If you set a date by which all may be down, it will take away the ambition of the industrious man to get away early, because he cannot set his trap before a certain date, and he will not be able to get the extra fish that he might otherwise get.

Question.—Unless you set such a date as would give the industrious man a chance to get there first?

Answer.—Where does the good come in then?

Question.—Last year F. & C. Jerrett chartered a steamer to take their crews down. Having more space than they required they took independent planters. They got down earlier than the sailing crafts, and the men took up all the prime berths. Captain Charles Dawe says that if this is permitted others may follow Jerrett's example. They cannot depend on the schooners getting down in time, so they will charter the steamers and do the same as Jerrett's. Consequently there will be a very much greater number of prime berths taken up. If they did it others would be induced to do likewise, and the result would be that the prime berths would be taken up over a very large area by men sent down in steamers. Consequently when the schooners owners come down they will find the berths taken up. The men may also go down in the mail boats and find the berths taken up. What do you say to that?

Answer.—It appears to me that the idea is to give floaters a chance to get down to where "stationers" station and get their share of berths. It appears to me while I think a man in a floater has a perfect right to go to Indian Harbor or Holton, where the "stationers" go, and get a prime berth if he can, if there is a favour it ought to go to the man who goes down there to stay. A man who goes to stay gets the fish if it strikes in at his station, but if it does not he cannot go elsewhere. The floaters go there and look for fish and if the fish is not there they can go somewhere else and look for it.

Question.—You say that the advantage ought to remain with the "stationers" and that the floaters ought to be subordinated?

Answer.—Yes.

Question.—You still have a difficulty there. Only the "stationers" can have the prime berths who can get down in chartered steamers, and unless they can combine to charter a steamer they must wait for the mail boat?

Answer.—Not necessarily. They can go down in fore-and-afters.

Question.—So far as "stationers" going down in sailing vessels and securing berths much would depend on the quality of the sailing vessels?

Answer.—Yes.

Question.—Only those who had fast schooners would get the prime berths?

Answer.—Yes.

Question.—So those who had big suppliers behind them would have the advantage?

Answer.—Yes.

Question.—Those who did not have big suppliers would be at a disadvantage?

Answer.—Yes.

Question.—Jerrett will take men down with him who will give him 25c. a quintal on their catch. That means they will have to deal with him. The question is how to permit the small stationers to get down in time. The only way appears to be to send a subsidized mail boat on which they may pay their passages.

Answer.—Yes.

Question.—The fishery by "stationers" is carried on by the southern people?

Answer.—Yes, mostly by those from Conception Bay.

Question.—While the floaters go from the Northern Bays?

Answer.—Yes.

Question.—There are no "stationers" from the Northern Bays?

Answer.—No, except a few sent down by the Ryans.

Question.—Are there any "stationers" from Trinity Bay?

Answer.—I do not know of any except those that go down with Job Bros. & Co.

Question.—They are chiefly hired men or sharemen?

Answer.—Yes.

Question.—Do you draw any line in the use of the word "stationer" between those that go down to work with big firms and those that go down to work in their own houses?

Answer.—No; because if they go there, and have no boats to take them from a certain spot, they are "stationers."

Captain Eli Dawe.—Most of the people from Conception Bay live in their own houses, except the room crews. There are room crews in a few places.

Question.—The men sent down by C. & A. Dawe, are they "stationers" who live in their own houses or in rooms?

Answer.—They room where there would be about twelve traps. The others are men who have been supplied by them; they are planters and live on their own premises.

Question.—When they take the fish out of their own traps, would they take them to their own premises or to Dawe's?

Answer.—They would take them to their own premises. They would go to Dawe's when dried.

Mr. Morine.—You say that if the "stationers" are deprived of any of the advantages they now possess in regard to berths where they are stationed, they may disperse altogether and leave these berths to floaters?

Capt. Kean.—Yes.

Question.—They would go farther north?

Answer.—Yes.

Question.—The same element of sharp competition as now would go on still?

Answer.—Yes.

Question.—Would not the use of steam or power of that kind in the fishery—by which berths can be taken up earlier—have more effect against "stationers" than anybody else?

Answer.—Yes, I think it would.

Question.—It might do harm.

Answer.—Yes.

Question.—Then the only way to prevent that would be to prevent those in steamers from taking up berths until certain dates?

Answer.—Yes.

Question.—Then you cannot very well draw the line between steamers sent down by firms to take berths for themselves, and those sent down with planters?

Answer.—No.

Question.—I suppose you think it is no use to interfere?

Answer.—That is my opinion.

To Sir Edward Morris.—How have the stationers that have been going down been prosecuting the fishery. Have they been going outside to fish?

Answer.—No. Those that have been rooming have two or three crews, and each crew is given a trap of their own which they operate.

Question.—From your general knowledge, without going into details, do you think that if the Labrador fishery were prosecuted by steamers in place of sailing vessels that men would obtain as large a share?

Answer.—At present they would get the very same shares, without the slightest difference.

To Mr. Morine. — Do you think that the selection of berths by men is arrived at by local knowledge from being there year after year?

Answer. — That is it. Men run for the same berths year after year. If a man gets down and finds the berth he is looking for occupied, he may run for it again next year.

Question. — Certain harbours are resorted to by certain people as a rule?

Answer. — Yes. That is so as a rule, though not always the case. Take the Barbour's for instance. Take Capt. Thomas Barbour, that man never gets his fish in the same place two successive years.

Question. — The fishermen mostly go to the one place?

Answer. — Yes, that is the rule, particularly as regards those from Notre Dame Bay.

Question. — In that way they arrive at certain fixed ideas about the value of berths?

Answer. — Yes.

To Sir Edward Morris. — All other things being equal a steamer leaving here or any other port would have a better chance of getting down early and securing the best berths?

Answer. — Yes.

By Captain Eli Dawe. — About the matter of fixing a date, Mr. Morine asked if it would not be advisable to make certain dates before which it would be unlawful to set traps. You say that it would not be wise, because a date might be fixed before which the fish might come in, and that would be a hardship. The idea was to fix such dates, in the different places, before which it was never known for the fish to have struck in. That would prevent people from leaving too early. In Conception Bay, for instance, they leave and run for berths when they know they will not get any fish for some time. They may be down there perhaps three or four weeks doing nothing. They may be down three or four weeks waiting to put out their traps. It was thought that if a date were set before which it was never known for fish to come in, it would stop people from forcing their way down there through the ice for no other purpose than that of securing a trap berth. Some years ago they left as early as the 20th of May. It was to stop that, and to give every man a chance to get a berth, that we were considering the fixing of a date on certain sections of the coast, making the time later as you went north in order [to give the men in sailing vessels a chance to get a berth.

Answer. — I do not see what right the Legislature has to interfere with men's business. It is their own business if they wish to go. To make a law that says when you shall go, and when you shall not, when you shall set a trap, and when you shall not, is to interfere with a man's individual liberty.

Question.—It is not right to take the fishermen away from their homes (and they have no say in when they shall go, being merely sent down by their suppliers in cases where they are sharemen) two or three weeks before there is any necessity, merely to make them secure a trap berth.

Answer.—Very well. Suppose you fix the date for setting the trap at the 25th of June. Here is a man who is ready on the 1st of June to start. That is too early, and he has to wait. Suppose that when he goes down he finds that the fish have struck off. Therefore, on account of an Act of the Legislature he gets no fish. Every man goes down there looking for prime berths. Suppose you fix a date which will give fifty men a chance to get down there. Thirty of them will be disappointed. Where does the value of fixing a date come in there?

Question.—It comes in that some men go down so early that they get the same berths every year, and that will be prevented.

Answer.—They do not get the same berths every year.

Question.—They do. Mr. Jerrett gets the same berths every year.

Mr. Earle.—My opinion has been that those who have prime berths got them every year. At least they get them for five or six years, and another man may get them the seventh.

Capt. Bonia.—There were only two points with reference to trap fishery which needed legislation. These were as to the size of the mesh and the distance apart which traps should be set. Otherwise the fishermen ought to be allowed to do as they liked.

Capt. Kean to Mr. Morine.—I do not think it would be possible to do anything along the line of fixing a date for the setting of traps after the fish have struck in.

Question.—You say that there may be large quantities of fish on the coast without any caplin.

Answer.—Yes.

Captain Eli Dawe.—As to the importance of these trap berths, I think there is too much importance placed upon them. I was carrying on the fishery for twenty years and never ran for a trap berth, and I always had a good voyage.

EVIDENCE OF MR. CHARLES JERRETT, BRIGUS.

(Examined by Mr. Morine.)

My name is Charles Jerrett. I reside at Brigus. I am the son of the late G. C. Jerrett, and until this spring was partner in the firm of F. & C. Jerrett. We operate at Smoky and Indian Harbors on the Labrador. My father went there twenty-eight years ago. I have been personally connected with the business since the second year. My father usually went to Smoky and my brother to Indian Harbor. I remained at home looking after that end of the business. I was at

Labrador in 1895 with my father, and in 1903 with my brother. I was home last year, but I am going to Labrador myself this summer. Fifteen years ago we first employed steam to take our crews down, and have been doing so every year since. We would charter a steamer to take the men and gear. They would land them and then return. In the fall we would send the men home, some in schooners and others in the mail boat. The practice has been to leave on the coast traps which did not need repairs. We bring home the traps that required repair, and brought them down the next spring. We have caretakers at our stations. One man at each. No berths are taken up till the men get down. We leave between the 10th and 15th of June, and get down in about four days. The time the fish strikes in varies. In 1903 we got the first fish on July the 6th, and in 1904 on July the 16th. Occasionally it comes in on July the 1st, but I never knew it to do so before that date. The latest year was one well up in August, when the coast was blocked with ice. In 1903 we did so well that we took in our traps on the 8th of August. Other years, when the fishery is not so good, they are left out till September. We wind up about the end of September, and get home a month later. During the latter part of September the fish moves out into deep water. The fish strike in gradually. First we get one or two, then a quintal, then a boat load, and then many quintals in our traps. The fish then, as we say, go into the bay, and when they are coming out we get another good run. Last year we hired the *Erik* to bring down our crews. We paid \$12,000 for her for the run. We took, in addition to our own men, a number of others supplied by St. John's outfitters. We charge all alike the same price—25 cents a quintal down and back, including gear. We took two outside crews and a lot of independent men at \$5 a trip. Many of these were C. & A. Dawe's men. We intend to take a steamer this year. We cannot get down otherwise, except by buying schooners, and this is the wrong time to do that. We have not closed for a steamer yet, but are in treaty for one.

(In reply to Hon. Eli Dawe)—We propose to take passengers. Naturally, it helps to pay the expenses. We drop the men on the coast as we go along. Last year we took a few for C. & A. Dawe to secure trap berths, but they brought no traps.

(To Mr. Earle)—All the men have houses and stages on the coast. They are what we call "squatters" (stationers). Other people fish in Indian Harbor besides ourselves; and, besides, I have seen as many as eighty or ninety vessels (floaters) fishing in the same place. These vessels come in when they think fish is plentiful, and when it slacks off they go somewhere else. A squatter's tilt will last many years. They cut the timber for it up the bays.

(To Mr. Moulton)—In every harbor there are what are known as principal trap-berths. These are the best berths. One year with another you can do better with these berths than with one we think less of. Sometimes, however, men get a good voyage in poorer berths. Last year a man was driven out of a good berth, and afterwards got a splendid voyage in what was thought to be a poor one.

(To Mr. Morine)—Our practice with regard to these berths is that when they get within thirty or forty miles of the harbor, we have a lottery. These prime berths are numbered, and we draw for them. There are about forty men fishing from the harbor to draw for these berths. We give freighters the same chance as the others, and, provided nobody else has got the berths before them, this arrangement holds. Sometimes schooners get down first and capture the best berths. Indian Harbor and Smoky are about two miles apart. Both have the same fishing ground. Some of C. & A. Dawe's men go there too. The nearest suppliers are Kennedy, at Emily Harbor, and C. & A. Dawe, at Horse Harbor and Holton. Our own personal traps last year numbered thirty-six, and we had thirty-five planters with one or two apiece; about eighty odd in all. This year, at Indian Harbor, I will have twenty-one traps of my own. I will have five or six planters also. My brother has the most of the planters because they fish north of Indian Harbor.

STATEMENT OF REID-NEWFOUNDLAND CO.

ST. JOHN'S, April 4th, 1905.

RT. HON. SIR ROBERT BOND, K.C.M.G., P.C.,
Colonial Secretary.

SIR,—

We furnish the following information in accordance with Schedule "E" in contract of 1901.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) H. D. REID,

Assistant-General Manager.

No. 1.—For period between June 30th, 1903, and June 30th, 1904.

CAPITAL ACCOUNT.

	Authorized.	Subscribed.	Paid up.	Interest or Dividend.
Total ordinary share capital..	\$25,000,000	\$15,000,000	\$15,000,000	Nil.
Preference share capital	Nil.	Nil.	Nil.	Nil.
Total amount of bonds.....	Nil.	Nil.	Nil.	Nil.
Total capital.....	\$25,000,000	\$15,000,000	\$15,000,000	

No. 2.—For period between June 30th, 1903, and June 30th, 1904.

BONDS, &c., NEGOTIATED.

Amounts.	Rate of Interest.	Date.	Price.
Nil.	Nil.	Nil.	Nil.

No. 3.—For period between June 30th, 1903, and June 30th, 1904.

SALES OF LAND BY THE CONTRACTOR.

Acres Sold.	Price.	Amount.
Nil.	Nil.	Nil.

No. 4.—For period between June 30th, 1903, and June 30th, 1904.

FLOATING DEBT.

Amount.	Rate of Interest.	Remarks.
\$535,753.13	6 per cent.	.....

No. 6.—For period between June 30th, 1903, and June 30th, 1904.

COST OF RAILWAY AND ROLLING STOCK.

Cost of grading, masonry, building stations, &c	\$145,968.77
Cost of rolling stock of all kinds, including workshops ..	71,594.60
	<u>\$217,563.37</u>

No. 8.—For period between June 30th, 1903, and June 30th, 1904.

DESCRIPTION OF FREIGHT.

	Weight.
1. Flour	17,682,580
2. Live Stock	1,366,600
3. Lumber	{ 62,976,142 (Free)
	99,568,350 (Revenue)
4. Fish	4,107,004
5. Manufactured Goods	3,791,287
6. Other Articles	85,885,378
	<u>275,374,341 lbs.</u>

No. 9.—For period between June 30th, 1903, and June 30th, 1904.

EARNINGS.

1. Passenger Traffic	\$206,940.72
2. Freight	159,491.60
3. Mails	41,812.50
4. Other Sources	22,724.70
	<u>\$430,969.52</u>

No. 11 A.—For period between June 30th, 1903, and June 30th, 1904.

OPERATING EXPENSES: MAINTENANCE OF LINE, BUILDINGS, &c.

1. Wages	\$77,110.63
2. Cost of Rails and Fastenings	786.73
3. Ballasting, &c	9,855.62
4. Repairs to Bridges, &c	1,170.99
5. Repairs to and Renewals of Buildings	2,005.51
6. Repairs to Fences	20.30
7. Clearing Snow	14,345.63
8. Engineering Superintendence	1,247.93
Repairs to Wharves	903.28
Repairs to Telegraphs	553.40
Renewal Ties	13,227.77
	<u>\$121,227.79</u>

No. 11 B.—For period between June 30th, 1903, and June 30th, 1904.

OPERATING EXPENSES: WORKING AND REPAIRS OF ENGINES.

1. Wages of Engineers, Firemen and Cleaners	\$31,683.31
2. Cost of Fuel	80,699.07
3. Repairs to Engines and Tenders	26,435.57
4. Oil and Waste	3,154.61
5. Pumping Engines .. . . .	.....

6. Repairs Shop Machinery and Tools	4,550.93
Superintendence	1,265.95
	<u>\$147,789.44</u>

No. 11 C.—For period between June 30th, 1903, and June 30th, 1904.

OPERATING EXPENSES : REPAIRS OF CARS.

1. Wages and Material for Repairs of Passenger Cars.....	\$15,825.29
2. Wages and Material for Repairs of Freight Cars and Ploughs	13,718.37
3. Superintendence	1,741.57
	<u>\$31,285.23</u>

No. 11 D.—For period between June 30th, 1903, and June 30th, 1904.

OPERATING EXPENSES : GENERAL.

1. Office Expenses, Management, Etc.....	\$94,442.30
2. Station Agents, &c.....	40,737.29
3. Conductors and Trainmen	21,226.33
4. Compensation for Injuries	1,736.10
5. Loss and Damage to Freight	2,217.98
6. Cattle Killed	1,860.31
7. Ferries, &c	
8. Foreign Agencies	200.00
9. Station Supplies, Fuel and Light.....	10,552.40
10. Other Charges.. ..	1,590.04
Advertizing.....	5,086.51
Train Supplies and Expenses	8,878.05
Telegraph Expenses.....	13,143.77
Wrecking.....	804.45
Switchmen, Flagmen and Watchmen	1,617.20
Stationery and Printing	3,018.57
Dining and Sleeping Cars, Supplies, Wages and Laundry.....	15,186.43
	<u>\$222,297.73</u>

No. 12. For period between June 30th, 1903, and June 30th, 1904.

SUMMARY OF OPERATING EXPENSES.

A.....	\$121,227.79
B.....	147,789.44
C	31,285.23
D	222,297.73
	<u>\$522,600.19</u>

[DUPLICATE.]

1 Ed. VII. Nfld. Railway (Admt.) Act, Cap 6.

SCHEDULE E.

Year ending June 30th, 1901.

No. 5. — CHARACTERISTICS OF ROAD.

Length of main line from St. John's to Port-aux-Basques	546½
Length of branch line, Western Junction to St. John's.....	8¼
Length of branch line, Brigus Junction to Carbonear	38¾
Length of branch line, Whitbourne to Tilton	22
Length of branch line, Placentia Junction to Placentia.....	20
Length of branch line, N. D. Junction to Lewisport	9
	<hr/>
Total mileage worked..	644½
Length of Road laid with iron rails	Nil
Length of Road laid with steel rails.....	644½
Length of Sidings	23
Length of Double Track.....	Nil
Weight of rail, per yard, Main Line—Iron.....	Nil
Weight of rail, per yard, Main Line—Steel	50 lbs.
Weight of rail, per yard, Branches—Iron	Nil
Weight of rail, per yard, Branches—Steel.....	35 lbs.
Number of Engine houses and shops... ..	12
Number of Engines owned by Contractor .. .	23
Number of Engines hired..	Nil
Number of First Class Passenger Cars owned by Contractor.....	19
Number of Second Class and Emigrant Cars owned by Contractor . . .	11
Number of Baggage, Mail and Express Cars owned by Contractor.. .	5
Number of Cattle and Box Freight Cars owned by Contractor... ..	66
Number of Platform Cars owned by Contractor	248
Number of Coal and Box Freight Cars owned by Contractor.....	22
Nature of Fastenings to secure joints of rails, 2 fish plates and 4 bolts.....	
Number of level road crossings without watchmen.....	185
Number of overhead bridges	1
Height of overhead bridges above rail level... ..	18 ft.
Radius of sharpest curve	409 ft.
Number of feet per mile of heaviest gradient	132 ft.

No. 7. — OPERATIONS OF YEAR AND NUMBER OF MILES RUN.

1. Miles run by passenger trains .. .	190,425
2. Miles run by freight trains.....	51,926
3. Miles run by mixed trains	300,821
4. Total miles run by trains.....	543,172
5. Total miles run by engines	596,475

6. Number of passengers	136,010
7. Total number of tons of freight ...	122,935
8. Average speed of passenger trains	18 miles
9. Average speed of freight trains.....	12 miles

No. 13.—ACCIDENTS.

YEAR ENDING JUNE 30TH, 1904.

August 7th, 1903—Brakeman A. Peddle : hurt foot by brake wheel falling into place, at Port Blandford.

November 12th, 1903 —Brakeman J. Shannahan : crushed hand coupling cars at Lewisport.

June 3rd, 1904—Brakeman J. Moore : injured muscles of leg lifting freight at Brigus Junction on No. 1.

February 20, 1904—Brakeman F. McGinn : thumb and finger squeezed, coupling cars at Placentia.

NEWFOUNDLAND,

ST. JOHN'S,

[S.S.]

I, Stanley Pickering, of St. John's, Train Despatcher of the Reid-Newfoundland Company, make oath and say that the contents of the above statement are correct and true to the best of my knowledge and belief.

Sworn at St. John's, this 15th
day of April, A.D., 1905.

Before me,

(Signed), J. G. CONROY,

S. M.

*STATEMENT OF EXPENDITURE OF THE COLONY OF NEWFOUNDLAND, FOR THE FINANCIAL YEAR ENDED
THE 30th JUNE, 1903-4, AS PER SUMMARY HEADS.*

No.	Summary Head.	Grants under Acts including Supplement-ary Act.	TRANSFERS.		Net Grants.	Expenditure.	Grants Exceeded.	Grants Unexpended
			Added.	Deducted.				
I.	Interest on Public Debt, Sinking Fund, etc...	\$801,066 00			\$801,066 00	\$809,900 11	\$8,834 11	
II.	Civil Government.....	131,267 00			131,267 00	129,083 96		\$2,183 04
III.	Pensions	14,656 00			14,656 00	12,753 39		1,902 61
IV.	Administration of Justice.....	160,248 33			160,248 33	159,427 52		820 81
V.	Legislation	31,865 00			31,865 00	32,321 74	456 74	
VI.	Education	188,745 43			188,745 43	188,729 50		15 93
VII.	Public Charities	224,412 00			224,412 00	221,976 37		2,435 63
VIII.	Lighthouses, Signal Stations, etc.....	57,435 50			57,435 50	57,433 27		2 23
IX.	Agriculture & Mines, including Land Surveys	24,120 00			24,120 00	23,245 43		874 57
X.	Marine and Fisheries	58,120 00			58,120 00	54,056 39		4,063 61
XI.	Roads, Bridges, Ferries, Railways, etc.....	167,832 00			167,832 00	167,036 70		795 30
XII.	Post Office.....	296,313 58			296,313 58	294,889 02		1,424 56
XIII.	Customs.....	109,919 68			109,919 68	109,459 43		460 25
XIV.	Contingencies ..	35,194 00			35,194 00	33,026 97		2,167 03
	Total Current Expenditure.....	\$2,301,194 52			\$2,301,194 52	\$2,293,339 80	\$9,290 85	\$17,145 57
	Andit Act (Sec. 33b).....					39,270 72		
XV.	Surplus Trust.....				\$64,060 78	50,482 95		13,577 83
XVI.	Liquidation Public Debt.....				60,674 96	60,674 96		
	Act 62 & 3 Vic., Cap. 37.....				13,205 85	8,075 45		5,130 40
	Act 62 Vic., Cap. 16.....				10,000 00			10,000 00
	Loan 1902 and 1903				64,594 16	64,594 16		
	Loan 1903 and 1904				98,000 00	67,940 52		30,059 48
	Agriculture Bonus'.....				52,703 47	6,431 22		46,272 25
					\$2,664,433 74	\$2,590,809 78		\$122,185 53

STATEMENT OF BALANCES:—Current Account Grants Unexpended..... \$17,145 57
 Grants Exceeded..... 9,290 85
 Credit Balance of..... \$7,854 72

Unexpended Balance acct Loans and Surplus Trust Fund..... \$105,039 96

Examined by me and found correct,
 F. C. BERTEAU, *Comptroller and Auditor General.*

E. M. JACKMAN,
Minister Finance and Customs.

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1903-4, by Sub-Heads of Services.

Head and Sub-Head of Service.	*Grant, including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
<i>I.—Interest, etc., on Public Debt.</i>				
Interest Sinking Fund, Management and Premium.....	\$801,066 00	\$809,900 11	\$8,834 11	
<i>II.—Civil Government.</i>				
Salaries :—				
Government House	2,220 00	2,220 00		
Colonial Secretary's Office.....	7,190 00	6,739 52		\$450 48
Dept. of Justice.....	1,806 00	1,806 00		
Dept. of Finance.....	2,850 00	2,850 00		
Dept. of Agriculture and Mines.....	10,960 00	9,773 78		1,186 22
Dept. of Marine and Fisheries.....	8,022 00	8,022 00		
Public Works.....	9,450 00	9,450 00		
Auditor General's Department.....	1,250 00	1,250 00		
Contingencies, viz. :—				
Government House	1,800 00	1,767 03		32 97
Dept. Colonial Secretary.....	6,515 00	6,429 62		85 38
Dept. Justice	650 00	640 55		9 45
Dept. Finance	1,740 00	1,673 98		66 02
Dept. Agriculture and Mines.....	2,350 00	2,341 84		8 16
Dept. Marine and Fisheries.....	1,420 00	1,406 06		13 94
Dept. Public Works.....	4,150 00	4,113 99		36 01
Dept. Auditor General	250 00	248 33		1 67
Fuel and Light Public Buildings.....	7,570 00	7,466 08		103 92
Insurance and Keepers Buildings	5,674 00	5,635 14		38 86
Repairs Buildings.....	28,800 00	28,650 04		149 96
Salaries under Statutes, viz. :—				
Departmental Officers.....	} 26,600 00 }	} 26,600 00 }		
Audit Act				
Members Board of Works				
<i>III.—Pensions.</i>				
As Per Act 1898.....	14,656 00	12,753 39		1,902 61
<i>IV.—Administration of Justice.</i>				
Supreme Court, viz. :—				
Salaries	7,551 00	7,551 00		
Contingencies	4,775 00	4,689 34		85 66
Rent	1,200 00	1,200 00		
Fuel, Light and Supplies	1,650 00	1,811 19	161 19	
District Courts, viz. :—				
Salaries	1,635 00	1,635 00		
Contingencies	1,350 00	1,026 61		323 39
Rent	600 00	600 00		
Fuel and Light.....	850 00	706 69		143 31
	\$966,600 00	\$970,957 29	\$8,995 30	\$4,638 01

*In cases where grants for Sub-Heads have proved to be under-estimated, transfers have been made from some Sub-Head, under the same Summary Head, the grant for which has been over-estimated. These transfers are ordered by the Treasury Board with the approval of the Comptroller and Auditor-General. In no case, however, are such transfers permitted from one Summary Head to another except from the grant for General Contingencies, and then only by Order-in-Council. (See paragraph 3 of Auditor General's Report, 1899, page 2.)

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1903-4, by Sub-Heads of Services (continued).

Head and Sub-Head of Service.	*Grant, including Supplementary Act and Transfers	Expenditure.	Grant Exceeded.	Grant Unexpended
Brought forward.....	\$966,600 00	\$970,957 29	\$8,995 30	\$4,638 01
<i>IV.—Administration of Justice.—(Con.)</i>				
Magistracy, viz.:—				
Salaries	\$15,897 25	\$15,897 25		
Contingencies.....	1,850 00	1,662 33		\$187 67
Constabulary, viz.:—				
Salaries	33,738 50	33,738 50		
Reserve Force	2,491 57	2,491 57		
Supplies	8,426 09	8,426 09		
Fuel and Light.....	1,500 00	1,478 03		21 97
Repairs	700 00	698 92		1 08
Rent	842 00	842 00		
Conveyance	376 68	376 68		
Contingencies.....	1,910 00	1,858 65		51 35
Fire Department, viz.:—				
Salaries	10,998 00	10,998 00		
Pensions	50 00	50 00		
Supplies	4,763 21	4,763 21		
Repairs	822 53	822 53		
Fuel and Light	1,400 00	1,440 34	\$10 34	
Additional Aid.....	675 00	675 00		
Machinery	2,061 75	2,042 18		19 57
Medical Attendance.....	500 00	500 00		
Contingencies	350 00	348 44		1 56
Insurance of Men	100 00	100 00		
St John's Penitentiary, viz.:—				
Salaries	4,536 00	4,536 00		
Industries.....	4,800 00	4,924 84	124 84	
Contingencies.....	100 00	132 75	32 75	
Supplies.....	2,500 00	2,901 73	401 73	
Fuel and Light	1,000 00	846 33		153 67
Repairs	600 00	600 22	22	
Court Houses and Gaols, viz.:—				
Salaries	1,533 00	1,533 00		
Fuel and Light	2,000 00	2,076 57	76 57	
Repairs	2,500 00	2,444 42		55 58
Maintenance	3,750 00	3,285 11		464 89
Contingencies.:—				
Local Constables, Salaries ..	1,274 32	1,205 62		68 70
Miscellaneous, viz.:—				
Prosecutions.....	6,605 05	6,605 05		
Registration of Jurors.....	994 88	994 88		
Enquiries and Inquests.....	891 50	811 45		80 05
Salaries under Statute, viz.:—				
Supreme Court Act	18,100 00	18,100 00		
Special Salaries Act.....				
District Court Act.....				
Forwarded	\$1,107,237 33	\$1,111,164 98	\$9,671 75	\$5,744 10

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1903-4, by Sub-Heads of Services—(Continued).

Head and Sub-Head of Service.	*Grant, including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
Brought forward.....	\$1,107,237 33	\$1,111,164 98	\$9,671 75	\$5,744 10
<i>V.—Legislation.</i>				
Legislative Council, viz.:—				
Salaries	\$4,585 00	\$4,877 50	\$292 50	
Printing.....	800 00	774 60		\$25 40
Contingencies	585 00	623 95	38 95	
House of Assembly, viz.:—				
Salaries	12,650 00	13,173 00	523 00	
Printing.....	3,500 00	3,835 06	335 06	
Contingencies.....	1,620 00	1,023 11		596 86
General, viz.:—				
Salaries	1,630 00	1,780 00	150 00	
Printing	2,400 00	2,133 00		267 00
Library	645 00	631 27		13 73
Fuel and Light	750 00	701 75		48 25
Attendance	200 00	268 50	68 50	
Repairs, &c.....	2,500 00	2,500 00		
<i>VI.—Education.</i>				
Sundry Services, viz.:—				
Extra Grant	1,076 33	1,076 33		
Teachers' Pension Fund.....	803 38	803 38		
Goulds School	120 00	120 00		
Contingencies	1,475 63	1,460 57		15 06
Education under Statute, viz.:—				
Scholarships.....	600 00	600 00		
Pensions	300 00	300 00		
Grants to Boards.....	107,732 77	107,732 63		14
Destitute Places.....	6,051 08	6,049 83		1 25
Higher Education.....	6,157 88	6,157 88		
Pupil Teachers.....	6,384 45	6,384 45		
Encouragement Teachers.....	} 30,104 42 }	} 30,104 42 }		
Supplementary				
Colleges	10,618 63	10,618 62		01
Inspectors	7,560 00	7,559 96		04
Additional Inspection.....	1,260 86	1,261 43	57	
Industrial Vote.....	3,000 00	3,000 00		
Higher Education.....	5,500 00	5,500 00		
<i>VII.—Public Charities.</i>				
Relief of Poor Proper, viz.:—				
Salaries, St. John's.....	3,372 00	3,372 00		
Salaries, Outports.....	3,450 00	3,270 00		180 00
Medical Attendance.....	8,025 18	8,025 18		
Permanent and Casual Poor.....	112,062 91	110,817 81		1,245 10
Orphanages	6,550 00	6,398 37		151 63
Pauper Lunatics	1,260 91	1,260 91		
Conveyance	1,000 00	707 74		292 26
Labrador Sick Fishermen.....	800 00	537 13		262 87
Extraordinary.....	3,142 15	3,142 15		
Contingencies.....	705 00	669 15		35 85
Rent	441 00	437 50		3 50
Charitable Societies.....	5,222 00	5,072 85		149 15
Shipwrecked Crews.....	2,600 00	2,516 13		83 87
E. R. Circulars, No. 2.....	1,215 56	1,207 77		7 79
Forwarded	\$1,477,694 47	\$1,479,650 91	\$11,080 33	\$9,123 89

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1903-4, by Sub-Heads of Services—(Continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
Brought forward.....	\$1,477,694 47	\$1,479,650 91	\$11,080 33	9,123 89
<i>VII.—Public Charities—(Concluded)</i>				
Lunatic Asylum, viz.:—				
Salaries	\$8,657 00	\$8,713 00	\$56 00	
Contingencies	200 00	169 55		\$30 45
Supplies.....	16,760 00	15,902 80		857 20
Fuel and Light	4,500 00	3,522 10		977 90
Repairs	1,000 00	1,000 70	70	
General Hospital, viz.:—				
Salaries	4,952 00	4,917 07		34 93
Contingencies	75 00	152 62	77 62	
Supplies	11,200 00	11,687 35	487 35	
Fuel and Light	2,800 00	3,088 75	288 75	
Repairs	3,150 00	3,710 34	560 34	
Poor Asylum, viz.:—				
Salaries	2,070 00	2,070 00		
Contingencies	110 00	71 86		38 14
Maintenance	8,350 00	9,435 20	1,085 20	
Fuel and Light.....	1,350 00	1,194 78		155 22
Repairs	1,300 00	1,841 70	541 70	
Lazarette, viz.:—				
Maintenance.....	1,200 00	455 20		744 80
Fuel and Light.....	300 00	62 14		237 86
Repairs.....	200 00	155 23		44 77
Public Health, viz.:—				
Salaries.....	1,578 50	1,578 50		
Contingencies.....	166 05	166 05		
Conveyance.....	15 00	15 00		
Twillingate Hospital	50 30	50 30		
General Outports	3,663 42	3,663 42		
Labrador.....	918 02	918 02		
<i>VIII.—Light Houses, etc.</i>				
Salaries	25,387 50	25,387 38		12
Maintenance and Repairs.	30,493 10	30,493 04		06
Contingencies.....	400 00	398 95		1 05
Block Houses, viz.:—				
Salaries	600 00	600 00		
Ammunition.....	503 00	502 66		34
Fog Gun, viz.:—				
Salaries.....	100 00	100 00		
Ammunition	470 00	469 64		36
Noon Gun, viz.:—				
Salaries	48 00	48 00		
Ammunition.....	300 00	300 00		
Chronometer Time.....	100 00	100 00		
Forwarded	\$1,609,360 76	\$1,611,291 66	\$14,177 99	\$12,247 09

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1903-4, by Sub-Heads of Services.

Head and Sub-Head of Service.	*Grant, including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
Brought forward.....	\$1,609,360 76	\$1,611,291 66	\$14,177 99	\$12,247 09
Sundry Services, viz.:—				
Telephone Service	284 50	284 20		30
Northern Marks				
Gas Light, Queen's Wharf.....	50 00	50 00		
<i>IX.—Agriculture and Mines.</i>				
Petty Surveys	1,500 00	1,021 39		478 61
Sheep Preservation.....	120 00	120 00		
Agricultural Societies	4,500 00	4,500 00		
Surveys Public Lands, Supplies	8,000 00	7,604 04		395 96
Coal Boring	10,000 00	10,000 00		
<i>X.—Marine and Fisheries.</i>				
Protection Fisheries, viz.:—				
Salaries	4,990 40	4,972 50		17 90
" Inspector Pickled Fish	600 00	600 00		
Dildo Hatchery.....	1,269 60	1,267 85		1 75
Travelling Expenses Fisheries	270 00	268 38		1 62
Herring Fishery Protection.....	380 00	374 70		5 30
Repairs Incubators and Incidentals	105 00	102 17		2 83
Expenses S.S. <i>Fiona</i>	22,960 00	22,914 52		45 48
Travelling Expenses Boilers.....	300 00	295 03		4 97
Night Boatman and Sundries	45 00	40 53		4 47
Cold Storage for Bait.....	5,000 00	2,148 60		2,851 40
Public Wharves	620 00	617 27		2 73
Harbor Master and Boatman	460 00	460 00		
Examiners Masters and Mates.....	490 00	475 42		14 58
Bounty on Ships Built.....	3,641 04	2,531 50		1,109 54
Enforcement of bait laws and distribution of bait.....	1,040 00	1,038 96		1 04
Marine Works	15,948 96	15,948 96		
<i>XI.—Roads, Bridges, Ferries, Railways and Telegraphs.</i>				
Local and Main Roads.....	146,680 00	146,127 38		552 62
Salaries, Halfway Housekeepers	682 00	682 00		
Ferries	9,070 00	8,974 29		95 71
Lighting & Cleaning St. John's Streets	8,250 00	8,250 00		
Railways, viz.:—				
Salaries	2,100 00	2,048 39		51 61
Contingencies.....	1,050 00	954 64		95 36
<i>XII.—Postal Department.</i>				
Salaries, G. P. Office, St. John's	19,570 00	19,569 60		40
" Travelling Post Office.....	3,370 00	3,339 00		31 00
" Outport Post Masters.....	13,727 00	13,680 87		46 13
" Labrador	670 00	654 00		16 00
" Couriers	32,261 58	32,187 87		73 71
Forwarded	\$2,029,365 84	\$1,965,395 72	\$14,177 99	\$18,148 11

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1903-4, by Sub-Heads of Services (continued).

Head and Sub-Head of Service.	*Grant, including Supplementary Act and Transfers	Expenditure.	Grant Exceeded.	Grant Unexpended
Brought forward.....	\$2,029,365 84	\$1,965,395 72	\$14,177 99	\$18,184 11
Subsidies, viz.:-				
Ocean Mail Steamers.....	29,013 00	28,884 68		128 32
Coastal Mail Steamers.....	103,800 00	103,480 00		320 00
Railway	42,000 00	42,000 00		
Contingencies.....	15,222 00	15,166 30		55 70
Telegraphs	30,680 00	30,234 15		445 85
Marconi Telegraphs	6,000 00	5,692 55		307 45
<i>XIII.—Customs.</i>				
Salaries, St. John's.....	21,434 00	21,434 00		
Tidewaiters and Boatmen.....	18,961 75	18,961 75		
Contingencies, St. John's.....	11,917 93	11,917 93		
Salaries, Sub-Collectors, Outports.....	36,598 92	36,598 92		
“ Preventive Officers, Outports.....				
“ Tidewaiters and Boatmen.....				
Boats and Boat Hire, Outports.....	775 85	775 85		
Office and Office Rents, Outports.....	1,163 81	1,163 81		
Percentage on Duties, Outports.....	8,875 07	8,875 07		
Contingencies, Outports.....	5,116 05	5,116 05		
Labrador Service.....	512 00	512 00		
Revenue Protection, Southwest Coast, viz.:-				
Outport Tidewaiters.....	1,500 00	472 00		1,028 00
Supernumeraries and Extra Services...	500 00	522 50	22 50	
Board of Tidewaiters	1,000 00	817 75		182 25
Extra Pay	464 30	288 75		175 55
Travelling expenses	300 00	860 71	560 71	
Yachts	800 00	1,142 34	342 34	
<i>XIV.—General Contingencies.</i>				
General Contingencies.....	35,194 00	33,026 97		2,167 03
<hr/>				
Total Expenditure and Current Acct.....	\$2,301,194 52	\$2,293,339 80	\$15,103 54	\$22,958 26
<hr/>				
XV.—Surplus Trust Fund.....	\$64,060 78	50,482 95		\$13,577 83
<hr/>				
XVI.—Liquidation Public Debt.....	60,674 96	60,674 96		
<i>Audit Act, Sec. 33.</i>				
Sundry Payments.....		39,270 72		
<i>Loan Act, 62 Vic., Cap. 16.</i>				
New Market House, St. John's.....	10,000 00			10,000 00*
<i>Loan Act, 62 and 63 Vic., Cap. 37.</i>				
New Roads	102 59	102 59		
Fever Hospital.....	10,000 00	4,869 60		5,130 40*
Water Supply, General Hospital.....	289 48	289 48		
New Post Office, Twillingate.....	1,992 50	1,992 50		
Marine Works.....	821 28	821 28		
<hr/>				
Forwarded	\$2,449,136 11	\$2,451,843 88	\$15,103 54	\$51,666.49

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1903-4, by Sub-Heads of Services—(Concluded).

Head and Sub-Head of Service.	*Grant, including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
Brought forward.....	\$2,449,136 11	\$2,451,843 88	\$15,103 54	\$51,666 49
<i>Loan Act, 1902 and 1903.</i>				
St. John's Court House.....	61,871 35	61,871 35		
Light Houses	2,722 81	2,722 81		
<i>Loan Act, 1903 and 1904.</i>				
Lunatic Asylum Alterations	25,000 00	21,642 07		3,357 93*
St. John's Court House Completion...	15,000 00	14,201 96		798 04*
Vaults, &c., Public Offices	5,500 00	3,183 00		2,317 00*
St. George Court House	2,500 00	2,500 00		
Telegraph construction	50,000 00	26,413 49		23,586 51
<i>Agriculture Bonus Act.</i>				
Bonus	52,703 47	6,431 22		46,272 25
	\$2,664,433 74	\$2,590,809 78	\$15,103 54	\$127,998 22

*These Balances, being under Special Loans and the services for which the loans were raised not having as yet been completed, are carried to 1904 and 1905.

Examined by me and found correct,
F. C. BERTEAU,
Comptroller and Auditor General.

E. M. JACKMAN,
Minister Finance and Customs.

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