

JOURNAL  
OF THE  
HOUSE OF ASSEMBLY  
OF NEWFOUNDLAND,

In the Second Session of the Twentieth General  
Assembly.



Holden at Saint John's, in the Sixth Year of the reign  
of His Majesty, King Edward VII., A.D. 1906.

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Appended to which are the Sessional Papers.

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ST. JOHN'S, NEWFOUNDLAND:

Printed at *The Evening Telegram Office*

1906





*PROCLAMATION.*

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W. H. HORWOOD, *By the Honourable Sir WILLIAM HENRY HORWOOD, Knight,*  
DEPUTY GOVERNOR. *Chief Justice, Deputy Governor in and over the Island of*  
*Newfoundland and its Dependencies.*

WHEREAS the General Assembly stands prorogued until Thursday, the 17th day of August instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday, the 28th day of September next ;

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the 28th 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, Saint John's,  
this 17th day of August, 1905.

By His Honour's Command,

R. BOND,  
*Colonial Secretary.*



*PROCLAMATION.*

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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.*

WHEREAS the General Assembly stands prorogued until Thursday, the 28th day of September instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday, the 16th day of November next :

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the 16th day of November 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, Saint John's,  
this 26th day of September, A.D. 1905.

By His Excellency 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.*

WHEREAS the General Assembly stands prorogued until Thursday, the 16th day of November instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday, the 28th day of December next :

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the 28th day of December 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, Saint John's,  
this 10th day of November, A.D. 1905.

By His Excellency's Command,

R. BOND,

*Colonial Secretary.*



*PROCLAMATION.*

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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.*

WHEREAS the General Assembly stands prorogued until Thursday, the 28th day of December instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday, the 8th day of February next :

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the 8th day of February 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, Saint John's,  
this 26th day of December, A.D. 1905.

By His Excellency's Command,  
R. BOND,  
*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.*

WHEREAS the General Assembly stands prorogued until Thursday, the 8th day of February instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday, the first day of March next :

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the 1st day of March next, as aforesaid, then to meet for the despatch of business, 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, Saint John's,  
this 6th day of February, A.D. 1906.

By His Excellency's Command,

R. BOND,

*Colonial Secretary.*





RESOLUTIONS AND PROCEEDINGS  
OF THE  
GENERAL ASSEMBLY OF  
GREENLAND

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***JOURNAL.***

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JOURNAL AND PROCEEDINGS  
OF THE  
SECOND SESSION  
OF THE  
TWENTIETH GENERAL ASSEMBLY OF  
NEWFOUNDLAND.

THURSDAY, March 1st, 1906.

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

At three o'clock in the afternoon 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. Accordingly Mr. Speaker and the House attended His Excellency the Governor in the Council Chamber, and having returned to the Assembly Room :

Mr. Speaker informed the House that, when in attendance on His Excellency the Governor in the Council Chamber, His Excellency had been pleased to make a gracious Speech to both branches of the Legislature, of which, for greater accuracy, he had obtained a copy, and which he read to the House, as follows :

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

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

In recurring to your co-operation in the conduct of public business, I have the gratification of feeling that this occasion of our meeting finds the Colony in a condition of general prosperity unexampled in its history. The retrospect of its trade and commerce during the past year is on the whole eminently satisfactory, and I am therefore warranted in extending to you my congratulations upon the result of the past year's operations.

The trade arrangement, which my Ministers made with Greece came into force on the 26th day of July last, and I am pleased to learn that it has already led to a very large increase in our exports to that country.

It is very satisfactory to record that the Colony's contribution to the Fisheries Exhibition held in London last year received the highest award. As the exhibits

forwarded comprised not only fishery products but samples of our mineral and forest wealth, I cannot but hope that the knowledge there obtained by capitalists of the productions and capabilities of Newfoundland may result in extensive and permanent advantage to our trade and industries.

The loan that you authorised to be raised in London in connection with the Government's telegraph system was floated upon highly advantageous terms. The cable for which this loan made provision was successfully laid between Port-aux-Basques and Canso in September last, and an agreement was entered into with the Commercial Cable Company for taking over and transmission of business at Canso. I am happy to say that the policy of my Ministers in respect to this branch of the public service is being abundantly justified by the returns of business to date.

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

The Customs revenue for the past fiscal year was in excess of the estimate. The public accounts for the year will be submitted to you as usual, and you will be called upon to vote fresh supplies 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 :*

The fishery operations of the people of the United States on the West Coast of this Colony during the past season, while happily conducted without any breach of the peace, were attended with many vexatious circumstances. My Ministers exercised most commendable forbearance in dealing with the same, and have received the assurance of His Majesty's Government that negotiations with the Government of the United States have been entered into with a view to an early solution of the difficulties of the situation. It is hoped that legislation which at present appears necessary will thus be obviated.

Realizing the vast amount of wealth that is resulting from the prosecution, of the herring fishery and the attention devoted to special methods of cure, in order to encourage our fishing population to turn the herring fishery of this Colony to greater advantage than heretofore my Ministers will submit for your consideration a Bill to provide for the granting of a bounty for herrings that are specially cured and exported.

Fully appreciating the importance of our forest wealth and its relation to the fisheries and other industries, my Ministers have decided to create additional forest reserves, and while permitting legitimate lumbering operations in such localities as may seem expedient, to prevent the erection of saw mills upon such lands as are reserved in the public interest. A Bill dealing with this matter will be submitted for your consideration.

The number of accidents that have recently occurred in connection with the

mining industry points to the necessity for special legislation for the protection of miners, and my Ministers will therefore invite your consideration of such measure.

For some years an anomaly has existed in relation to the postal rates of the Colony. I am pleased to say that my Ministers now find it possible to remove this and to reduce the rate of local postage to two cents. In this decision I feel sure you will heartily concur.

I have also pleasure in stating that an agreement has been entered into with the Marconi Wireless Telegraph Company that will insure the efficient operation of our Government telegraphs on the Labrador, and a satisfactory connection of the same with the Postal Telegraph System of the Island. The agreement also embraces a stipulation whereby all ocean messages received by the Marconi Stations on this Island shall be forwarded to their destination over the Government cable, which connects with the extensive system of the Commercial Cable Company at Canso.

I will now leave you to your deliberations, fully confident that your labour will be directed to serve the public weal.

On motion of the Right Hon. the Premier, seconded by Mr. Morine, the following resolution was unanimously adopted :

*Resolved*,—That this House desires to record an expression of the loss it has sustained by the death of Mr. A. M. Mackay, late member for the district of Port-de-Grave, and of its sympathy with the family of the deceased gentleman in their sad bereavement.

On motion of Mr. Martin, seconded by Mr. Carty, it was

*Resolved*,—That a Select Committee be appointed to prepare an Address in Reply to the gracious Speech wherewith His Excellency the Governor has been pleased to open the present session of the Legislature.

Ordered accordingly, and that the committee consist of Messrs. Martin, Carty, Davey, Morine and Blandford.

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

A Bill to amend and consolidate the law in relation to the Sale of Intoxicating Liquors, and

A Bill to amend Cap. XXI., 5 Edward VII, entitled "An Act to Incorporate the Institute of Accountants of Newfoundland."

It was moved and seconded that when the House rises, it adjourn until Tuesday next, March 6th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

**TUESDAY, March 6th, 1906.**

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

Charles Dawe, Esq., member returned for the District of Port-de-Grave, having taken and subscribed the oath of allegiance before Hon. Sir E. D. Shea, one of the duly appointed commissioners, took his seat accordingly.

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

Report of the St. John's Municipal Council for the year 1905 ;

“ “ Newfoundland Savings Bank “ “ “ 1905 ;

“ “ Royal Trust Company “ “ “ 1905 ;

“ “ New York Life Insurance “ “ “ 1905 ;

“ “ Manufacturer's Life “ “ “ 1905 ;

“ “ Canada Life “ “ “ 1905 ;

“ “ Confederation Life “ “ “ 1905 ;

“ “ Sun (Canada) Life “ “ “ 1905 ;

Mr. Morine presented a petition from the residents of Seal Cove, Bonavista Bay, on the subject of a road ; and it was ordered that it be received, and referred to the department of Public Works.

Mr. Martin, 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.

Pursuant to notice, and on motion of the Hon. Minister of Justice, leave was granted for the introduction of Bills “ to amend and consolidate the law in relation

to the Sale of Inxtoxicating Liquors'' ; and "to amend the Act to Incorporate the Institute of Accountants of Newfoundland," and they were read a first time, and ordered to be read a second time on to-morrow.

The Hon. Minister of Finance 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 Col. Secretary to lay on the table of the House a copy of all correspondence in relation to the legislation of last session taxing cable, telegraph and telephone companies ; (2) To ask the Colonial Secretary to lay on the table of the House a copy of all correspondence in relation to the legislation of last session concerning foreign fishing vessels.

Mr. C. Dawe gave notice that he would, on to-morrow, ask the Col. Secretary to lay on the table of the House a detailed statement of all expenditures in connection with the Marconi system on Labrador, from its inception to date, with vouchers for the same ; (2) To ask the Colonial Secretary to lay on the table of the House all correspondence relating to the substitution of the *Virginia Lake* for the *Glencoe* on the Labrador service in violation of the terms of the Railway Contract, 1898.

Mr. Moulton gave notice that he would, on to-morrow, ask the Col. Secretary for any correspondence with any department of the Government in relation to any expenditure of road moneys at Burgeo during the fiscal year 1905 and 1906 or to any allocations in relation thereto.

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.

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### WEDNESDAY, March 7, 1906.

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

Petitions were presented by :—

Mr. Miller, from residents of Old Bonaventure, on the subject of a road ;

Mr. Blandford, from residents of Flat Island, on the subject of a bridge ;

Mr. Blandford, from residents of Cape Freels, on the subject of a road ;

Mr. Lewis, from residents of Bacon Cove, on the subject of a road ;

Mr. Hutchings, from residents of Grates Cove, *re* the fishery laws ;

Mr. Ellis, from residents of Ferryland, on the subject of a road ;

Mr. Morine, from residents of Goose Bay, on the subject of a road.

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

The Rt. Hon. Premier laid upon the table of the House, the Annual Statement of the Mutual Life Insurance Co., of Canada, for 1905.

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

Pursuant to order, and on motion, the Bill to amend and consolidate the law in relation to the Sale of Intoxicating Liquors, was read a second time, and referred to the following Select Committee :

Hon. Minister of Justice, Hon. Minister of Finance, Minister of Public Works, Dr. Lloyd, Mr. Kent, Mr. Hutchings, Mr. Morine.

The remaining order of the day was deferred.

The Hon. Minister of Finance and Customs gave notice that he would, on Friday next, ask leave to move the House into committee of the whole on Supply.

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.

It was moved and seconded that when the House rises it adjourn till to-morrow, Thursday, March 8th, at eleven o'clock in the forenoon ; and it was so ordered.

The House then adjourned accordingly.

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### THURSDAY, March 8, 1906.

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.”

“ W. M. MACGREGOR, *Governor.*”

It was moved and seconded that when the House rises, it adjourn until tomorrow, Friday, March 9th., at four o'clock in the afternoon.

The House then adjourned accordingly.

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#### FRIDAY, March 9, 1906

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

Petitions were presented by :—

- Mr. Bonia, from residents of Indian Harbour, *re* the whale fishery ;
- Mr. Bonia, from residents of Salmonier, on the subject of a road ;
- Mr. Bonia, from residents of St. Mary's, on the subject of a road ;
- Mr. Bonia, from residents of Colinet, on the subject of a bridge ;
- Mr. Gushue (M.P.W.), from residents of Scilly Cove, *re* a breakwater ;
- Mr. Gushue (M.P.W.), from residents of Catalina, on the subject of a road ;
- Mr. Earle, from residents of Joe Batt's Arm, on the subject of a road ;
- Hon. Mr. Dawe (M.M.F.), from residents of Mercer's Cove, *re* a way office ;
- Mr. Lewis, from residents of Chamberlains, on the subject of a wharf ;
- Mr. Blandford, from residents of Charlottetown, on the subject of a road ;
- Mr. Clapp, from residents of Easterbrook 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 :

Report of Minister of Agriculture and Mines, 1905 ;

Report of Board of Agriculture, 1905 ;

Report of Chief Woods Ranger, 1905 ;

Return of Crown Land Grants ;

Return of Licenses to cut timber ;

Return of Leases of mill-sites and water-powers ;

Return of Leases of Quarries ;

Return of Mining Licenses ;

Return of Ninety-nine year Mining Leases ; and

Return of Fee-Simple Mining Grants.

The Hon. Minister of Finance and Customs laid upon the table of the House :

Statement of Customs Revenue collected in the Colony for the year ending 30th June, 1905 ;

Statement of the Imports and Exports of the Colony for the year ending 30th June, 1905 ;

A comparative statement of Goods, Wares and Merchandize imported into the Colony during the years ended 30th June, 1904, and 30th June, 1905, showing increase and decrease for the year 1904-1905 ;

A comparative statement of Revenue received at each of the Outports for the years 1903-04 and 1904-05 ;

A comparative statement of Light Dues showing collection at each Outport for the years 1903-04 and 1904-05 ;

A return of the Bank Fishery for the year ended 30th June, 1905 ;

A statement showing the Revenue collected on Goods, Wares and Merchandize imported through the Post Office ;

Statement showing the movements of Shipping during the year ended 30th June, 1905 ;

An Abstract of Shipping for the year ended 31st December, 1905.

The Hon. Minister of Finance and Customs laid upon the table of the House, by command of His Excellency the Governor, certain estimates of expenditure for the public service for the financial year 1906-7.

Also, Report upon the Accounts of the St. John's Municipal Council for the year ended December 31st, 1905.

The order of the day was deferred.

Hon. Minister of Finance and Customs gave notice that he would, on to-mor-

row, ask leave to move the House into Committee of the Whole on Supply ; also to introduce a Bill to amend Chapter 9, Consolidated Statutes, entitled "Of Light Dues and Light Houses."

Hon. Minister of Agriculture and Mines gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the Crown Lands Act, 1903.

It was moved and seconded that when the House rises it adjourn till Tuesday next, 13th inst., at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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### TUESDAY, March 13, 1906.

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

Petitions were presented as follows :—

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

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

Mr. Gushue (M.P.W.), from residents of Ship's Cove, on the subject of a road ;

Mr. Clapp, from residents of St. Anthony, on the subject of a road ;

Mr. Clapp, from residents of Goose Cove, on the subject of a road ;

Mr. Clapp, from residents of Goose Cove, on the subject of a well ;

Mr. Hutchings, from residents of Small Point, on the subject of a road ;

Mr. Lewis, from residents of Conception Harbor, on the subject of a road ;

Mr. Lewis, from residents of Holyrood, 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 Finance and Customs, by command of His Excellency the Governor, laid upon the table of the House the estimates of expenditure for Roads and Bridges, Agriculture and Mines, Marine and Fisheries, and Lighthouses, etc.

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 from the committee reported that they had considered the matter to them referred and made some progress, passing certain resolutions ; and asked leave to sit again.

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

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 62 and 63, Vic., Cap. 19, entitled " An Act Relating to Light Dues," and it was read a first time and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill to amend Cap. XVI., 5 Edward VII., entitled " An Act to Incorporate the Institute of Accountants of Newfoundland," was read a second time and ordered to be referred to Committee of the Whole on to-morrow.

The remaining notice of motion was deferred.

Mr. Moulton gave notice that he would, on to-morrow, ask the Rt. Hon. Col. Secretary if full subsidies are paid to any and all mail steamers when they pass ports of call, and if the same subsidy per trip was paid for the recent trips of the S.S. *Virginia Lake* on the West Coast as per the trips of the S.S. *Glencoe* under the Railway Contract of 1898.

It was moved and seconded that when the House rises it adjourn till to-morrow, Wednesday, March 14th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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### WEDNESDAY, March 14, 1906.

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

Petitions were presented as follows :—

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

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

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

Mr. Clapp, from residents of Old Port-aux-Choix, on the subject of the calling of the mail steamer ;

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

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

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

Mr. Gushue, (M.P.W.), from residents of Heart's Delight, on the subject of the prosecution of the Labrador fishery in steam vessels ;

Mr. Gushue, (M.P.W.), from residents of Heart's Delight, *re* a road ;

Mr. Gushue, (M.P.W.), from residents of Dildo, *re* a road ;

Mr. Carthy, from residents of Birchy Cove, on the subject of a road ;

Mr. Carthy, from residents of Benoit, on the subject of a bridge ;

Mr. Lewis, from residents of Holyrood, on the subject of a wharf ;

Mr. Lewis, from residents of Colliers, on the subject of a bridge ;

Mr. Moulton, from residents of Cul-de-Sac, *re* a breakwater ;

Hon. Mr. Clift (M.A.M.), from residents of St. Patrick's, *re* a road.

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

The Right Hon. Premier laid upon the table of the House the Report of the Equitable Life Assurance Society for 1905, and the Report of the Mutual Life Assurance Company of Canada for 1905.

The Chairman, from the Committee of the Whole on Supply, reported certain resolutions which were read, as follows :—

Legislative Council	(Legislation)	.....	\$6,570.00
House of Assembly	do	.....	19,770.00
General	do	.....	5,125.00

The said resolutions being read the second time, it was moved that the House agree with the committee therein, and the said resolutions were agreed to.

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 from the committee reported that they had considered the matter to them referred and made some progress, passing 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 5 Edward VII., Cap. 16, entitled "An Act to Incorporate the Institute of Accountants of Newfoundland."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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.

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

Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the law relating to Life Insurance Companies.

It was moved and seconded that, when the House rises, it adjourn till to-morrow, Thursday, March 15th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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**THURSDAY, March 15, 1906.**

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

Petitions were presented by :—

Mr. Lewis, from residents of Gasters, on the subject of a wharf ;

Mr. Hutchings, from residents of Lower Island Cove, on the subject of a fishing plant and road ;

Mr. Hutchings, from residents of Bay-de-Verde, on the subject of a road ;

Mr. Clift (M.A.M.), from residents of Woodford's Cove, *re* a wharf.

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

The chairman, from the committee of the whole on supply, reported certain resolutions, which were read a first time as follows :—

Relief of Poor	(Public Charities).....	\$143,317.00
Charitable Societies	do .....	9,912.00
Lunatic Asylum	do .....	32,814.00
General Hospital	do .....	25,771.00
Poor Asylum	do .....	15,186.00
Public Health	do .....	8,553.00
Lazaretto	do .....	2,200.00
Fever Hospital	do .....	6,224.00
		<u>\$243,977.00</u>

The said resolutions being read the second time, it was moved that the House agree with the committee therein ; and the said resolutions were agreed to.

Pursuant to notice and on motion of the Right Hon. Premier, leave was granted for the introduction of a Bill to further amend "The Education Act, 1903," and it was read a first time and ordered to be read a second time on to-morrow.

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 law relating to Life Insurance Companies, and it was 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 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 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 entitled "An Act to amend the Act to Incorporate the Institute of Accountants of Newfoundland," was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and sent to the Legislative Council with a message requesting the concurrence of that body in its provisions.

Pursuant to order and on motion, the Bill to amend 62 and 63 Vic., Cap. 19, entitled "An Act relating to Light Dues," was read a second time and ordered to be referred to a committee of the whole on to-morrow.

The remaining order of the day was deferred.

Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce "An Act to amend the law as to appointments under powers not exclusive."

Hon. Minister of Finance and Customs laid upon the table of the House the detailed statement of the expenditure of the Colony for the financial year ending June 30th, 1905.

It was moved and seconded that when the House rises it adjourn till to-morrow, March 16th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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#### FRIDAY, March, 16, 1906.

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 tramway ;

Mr. Roberts, from residents of Little Harbor, on the subject of a well ;

Mr. Roberts, from residents of Coomb's Cove, on the subject of a breakwater ;

Hon. Mr. Clift (M. A. M.), from residents of Boyd's Cove, *re* the sealfishery ;

Mr. Morine, from residents of Greenspond, *re* prosecution Labrador fishery ;

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

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

The Right Hon. Premier laid upon the table of the House the Annual Statement of the New York Mutual Life Insurance Company for 1905.

The chairman from the committee of the Whole on Supply reported certain resolutions, which were read a first time as follows :—



Lighthouses, etc .....	\$ 68,393.00
Roads, Bridges, etc.....	174,178.00
Agriculture and Mines.....	22,730.00
Marine and Fisheries .....	62,240.00
Education .....	5,500.00

The said resolutions being read the second time, it was moved that the House agree with the committee therein ; whereupon Mr. C. Dawe moved, seconded by Mr. Moulton, the following amendment to the vote for education :—

*Resolved*,—That in the opinion of the committee it is expedient that provision should be made for the teaching of navigation by instituting schools at proper seasons and providing necessary instruments and practical teachers.

Then the House divided, when there appeared for the amendment :—Messrs. Morine, Dawe, Moulton, Chaplin and Blandford—5 ; and against it : 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. Clapp, Davey, Dwyer, Earle, Kent, Maddock, Martin, Miller, Oke, Scott and Roberts.—18.

So it passed in the negative.

Whereupon Mr. Moulton moved, seconded by Mr. Dawe, the following amendment to the vote for education :—

*Resolved*,—That in the opinion of this House it is expedient that provision should be made whereby outport students for the lowest grade of the teaching profession may be examined for their certificate by the various Inspectors in Outport schools.

Then the House divided, when there appeared for the amendment 5, and against it 18 ; the names being as on the previous division.

Whereupon Mr. C. Dawe moved, seconded by Mr. Moulton, the following amendment to the vote for Marine and Fisheries :—

*Resolved*,—That the vote for travelling expenses of the Inspector of Whale Factories be omitted and that the duties of that office be performed by the Inspector of Boilers.

Then the House divided, when there appeared for the amendment 5, and against it 18 ; the names being as on the previous division.

So it passed in the negative, and the original motion being then put was carried in the affirmative, there appearing for it 18, and against it 5 ; the names being as on the previous division ; and it was ordered that the said resolutions be agreed to.

Pursuant to notice and on motion of the Hon. Minister of Justice, leave was

granted for the introduction of a Bill entitled "An Act to amend the law as to powers not exclusive," and it was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Right Hon. the Premier, the Bill to further amend the "Education Act, 1903," was read a second time and ordered to be referred to committee of the whole on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into committee of the whole on the Bill to amend 62 and 63 Vic., Cap. 19, entitled "An Act relating to Light Dues."

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. Morine gave notice that he would, on to-morrow, ask leave to introduce a Bill to prohibit the prosecution of the Labrador fishery in steam vessels.

Mr. Moulton gave notice that he would, on to-morrow, (1) ask the Right Hon. the Premier what goods have been imported into the Colony by Dr. Grenfell for mission purposes, what duty was paid upon them, and what was the nature of the goods so imported; (2) Were these goods or any of them sold by Dr. Grenfell, and if so under what conditions; (3) For a copy of the official report of cases that have received medical and surgical treatment in the Grenfell Hospitals; (4) The number of Hospitals operated by Dr. Grenfell in this Colony and Labrador, where located, the number of patients that may be accommodated, and the number treated yearly; (5) For a copy of the returns of registration of births, deaths, etc., etc. for 1905, and if the Government can account for the large increase of mortality on the Labrador during the years 1903-04; and (6) The number and names of orphans sent out the Colony by Dr. Grenfell, and the places to which they were sent. Is Dr. Grenfell authorised to send orphans, and is any Government money used for such purpose?

It was moved and seconded that when the House rises it adjourn till Tuesday next, March 20th, at four o'clock in the afternoon; and it was so ordered.

The House then adjourned accordingly.

## TUESDAY, March 20, 1906.

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

Petitions were presented by :—

Hon. Mr. Gear, from residents of Mortier Bay, *re* a telegraph office ;

Mr. Ellis, from residents of Bay Bulls, *re* a lighthouse ;

Mr. Lewis, from residents of Harbor Main, on the subject of a road ;

Mr. Clapp, from residents of Griquet, on the subject of a wharf ;

Mr. Clapp, from residents of St. Barbe, *re* a road and bridge ;

Mr. Morine, from residents of Bonavista, *re* a wharf and breakwater.

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

His Honor the Speaker, by command of His Excellency the Governor, presented to the House a message from His Excellency the Governor, communicating to the Honourable House of Assembly the appointment of the commissioners of Internal Economy of the Legislature in accordance with the provisions of the Statute 61 Victoria, Cap. I, as set forth in the accompanying certified copy of a Minute of the Honourable Executive Council, approved by the Governor on this day.

## [CERTIFIED COPY OF MINUTE].

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

Certified true copy,

R. BOND,  
Colonial Secretary.

Approved,

Wm. MacGregor,

20th March, 1906.

Pursuant to notice, and on motion of Mr. Morine, leave was granted for the introduction of a Bill to prohibit the prosecution of the Labrador fishery in steam vessels, and it was read a first time and ordered to 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 to amend the "Crown Lands Act, 1903," and it was read a first time and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill to amend the law as to appointments under powers not exclusive, was read a second time and ordered to be referred to committee of the whole on to-morrow.

Pursuant to order, and on motion of the Right Hon. Premier, the House resolved itself into committee of the whole on the Bill to further amend the "Education Act, 1903."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had considered the matter to them referred and 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 from the committee reported 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. Premier laid upon the table of the House the report of the Commission of Internal Economy of the Legislature for the present session.

The Hon. Minister of Finance and Customs, by command of His Excellency the Governor, laid upon the table of the House the estimates of expenditure for Customs and for Posts and Telegraphs for the fiscal year 1906-7

Mr. Morine gave notice that he would, on Thursday next, move the following resolution :—

*Resolved*,—That in the opinion of this House it is desirable that means should be adopted to improve the condition of the Aged Poor, and for providing for those who are helpless and infirm ;

*Further resolved*,—That in the opinion of the House such means should include a provision for a pension for Aged Persons ;

*And further resolved*,—That an Address be presented to His Excellency the Governor in Council praying that he may be pleased to appoint a Commission to inquire into the subject during the approaching recess, and to report thereon, and to include in the said report a draft measure for submission to this House at its next session, a measure designed to carry out the spirit of these resolutions.

Mr. Moulton gave notice that he would, on to-morrow, ask the Hon. Minister of Finance to lay on the table a statement showing : (1) the names of all Life Insurance Companies doing business in Newfoundland which have made the deposit of \$25,000.00 required by Chapter 105 of the Consolidated Statutes (Second Series); (2) whether said deposits are in cash or approved securities ; (3) details of such approved securities.

It was moved and seconded that when the House rises it adjourn till to-morrow, Wednesday, March 21st, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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### WEDNESDAY, March 2', 1906.

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

Petitions were presented by :—

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

Mr. Earle, from residents of Joe Batt's Arm, on the subject of a road ;

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

Mr. Roberts, from residents of Farmer's Arm, on the subject of a harbor ;

Mr. Ellis, from residents of Witless Bay, *re* a bait-freezer ;

Mr. Morine, from residents of Plate Cove (2), on the subject of roads ;

Mr. Morine, from residents of Hare Bay (2), on the subject of roads ;

Mr. Morine, from residents of Open Hall, on the subject of roads ;

Mr. Moulton, from residents of Fox Roost, on the subject of a bridge ;

Mr. Bonia, from residents of Avondale, on the subject of a port of call ;

Mr. Bonia, from residents of Placentia, *re* bounty for western boats.

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

Pursuant to order, and on motion of the Right Hon. Premier, the Bill entitled "An Act further to amend the Education Act, 1903," was 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 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 from the committee reported that they had considered the matter to the referred, and made some progress, passing 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 of the Hon. Minister of Justice, the House resolved itself into committee of the whole on the Bill to amend the law as to appointments under powers not exclusive.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from 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 that the Bill be read a third time 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 a Bill to amend the law entitled "The Companies Act, 1899."

Mr. Blandford gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries: (1) If any money was allocated for a public wharf at Plate Cove, B.B., for the past two years; (2) If the Government purchased any water-side premises at Plate Cove for the purpose of building a public wharf; also (3) The names of person or persons to whom moneys have been paid on account of said wharf or land.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Finance what amount of coal was entered for duty by the S.S. *Havana* before

clearing from Channel for the icefields, March 16th; also a detailed list of all articles, provisions, groceries, etc., entered for duty, value of said articles and amount of duty paid on same.

It was moved and seconded that when the House rises it adjourn till to-morrow, Thursday, March 22nd, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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### THURSDAY, March 22nd, 1906.

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

Petitions were presented by :--

- Mr. Cashin, from residents of Cape Broyle, on the subject of bait fishes ;
- Mr. Clapp, from residents of Groais Islands, on the subject of a port of call ;
- Mr. Clapp, from residents of Harbour Deep, on the subject of a post office ;
- Mr. Ellis, from residents of Cape Broyle, on the subject of a road ;
- Mr. Ellis, from residents of Bay Bulls, on the subject of a road.

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

The chairman from the committee of the whole on Supply reported certain resolutions, which were read a first time as follows :

Customs .....	\$131,631.00
Postal and Telegraphs.....	370,267.00

The said resolutions being read the second time, it was moved that the House agree with the committee therein, and the said resolutions were agreed to.

Pursuant to notice, and on motion of the Hon. Minister of Justice, leave was granted for the introduction of a Bill to amend the "Companies Act, 1899," and it was read a first time, and ordered to be read a second time on to-morrow.

Mr. Morine moved, seconded by Mr. C. Dawe, the following resolution :

*Resolved*, - - That in the opinion of this House it is desirable that means should be adopted to improve the condition of the Aged Poor, and for providing for those who are helpless and infirm ;

*Further resolved*,—That in the opinion of the House such means should include a provision for a pension for Aged Persons if it be found feasible ;

*And further resolved*,—That an Address be presented to His Excellency the Governor-in-Council praying that he may be pleased to appoint a Commission to inquire into the subject during the approaching recess, and to report thereon.

Which motion being put was carried unanimously, and ordered accordingly.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled “ An Act to amend the law as to appointments under powers not exclusive,” was 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 of Mr. Morine, the Bill prohibiting the prosecution of the Labrador fishery in steam vessels 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.

It was moved and seconded that when the House rises it adjourn till to-morrow, Friday, March 23rd, at four o'clock in the afternoon ; and it was so ordered.

The House then adjourned accordingly.

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#### FRIDAY, March 23, 1906.

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

Petitions were presented by : —

Mr. Carty, from residents of Grand River North, on the subject of a road ;

Mr. Carty, from residents of Grand River South, on the subject of a road ;

Mr. Carty, from residents of Little River, on the subject of a road ;

Mr. Carty, from residents of Little River Gut, on the subject of a road ;

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

Mr. Hutchings, from residents of Caplin Cove, on the subject of a bridge ;

Mr. Gushue (M.P.W.), from residents of Hant's Harbor, *re* a road ;

Mr. Moulton, from residents of Isle-aux-Morts, *re* a port of call ;

Hon. Mr. Clift (M.A.M.), from residents of Michael's Harbor, *re* a road ;



Mr. Miller, from residents of Scilly Cove, *re* the Labrador fishery.

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

Pursuant to order, and on motion of the Hon. Minister of Finance and Customs, the Bill to amend the law relating to Life Insurance Companies was read a second time and ordered to be referred to the following select committee : Hons. Minister of Finance and Customs, Minister of Justice, Minister of Agriculture and Mines ; Messrs. Morine, Hutchings, Lloyd, Kent.

The remaining orders of the day were deferred.

The Right Hon. Premier laid upon the table of the House the Annual Report of the Postal and Telegraph Department for 1905.

The Hon. Minister of Finance and Customs laid upon the table of the House, by command of His Excellency the Governor, the estimates of expenditure for administration of justice for 1906-7.

It was moved and seconded that when the Houses rises it adjourn till Tuesday next, March 27th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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### TUESDAY, MARCH 27, 1906.

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

Petitions were presented by :—

Mr. Carty, from residents of St. George's, on the subject of a road ;

Mr. Carty, from residents of Bay of Islands, on the subject of a road ;

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

Rt. Hon. Premier, from residents of Herring Neck, on the subject of a well ;

Rt. Hon. Premier, from residents of Herring Neck, on the subject of a wharf ;

Rt. Hon. Premier, from residents of Round Harbor, on the subject of a road ;

Rt. Hon. Premier, from residents of Birchy Bay, on the subject of a road ;

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

Rt. Hon. Premier, from residents of Thimble Tickle, on the subject of a road ;

Rt. Hon. Premier, from residents of Cards Harbor, *re* a channel ;

Rt. Hon. Premier, from residents of Cuttle Arm, on the subject of a wharf ;

- Rt. Hon. Premier, from residents of Little Bay Island, *re* a lighthouse ;  
Rt. Hon. Premier, from residents of Little Bay Island, *re* a wharf ;  
Rt. Hon. Premier, from residents of Burying Place, on the subject of bridges ;  
Mr. Clapp, from residents of LaScie, on the subject of telegraphs ;  
Hon. Mr. Clift (M.A.M.), from residents of Tizzard's Harbor, *re* a road ;  
Hon. Mr. Clift (M.A.M.), from residents of Herring Neck, *re* a bridge ;  
Mr. Moulton, from residents of Burgeo, on the subject of removing a hill ;  
Mr. Gushue (M.P.W.), from residents of English Harbor, *re* fishery laws ;  
Mr. Gushue (M.P.W.), from residents of South Dildo, *re* a road ;  
Mr. Gushue (M.P.W.), from residents of Hodge's Cove, *re* a road ;  
Hon. Mr. Jackman (M.F.C.), from residents of Jersey Side, *re* a road.

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

The Hon. Minister of Marine and Fisheries laid upon the table of the House the Report of the Department of Fisheries for 1905.

The Hon. Minister of Finance and Customs laid upon the table of the House the Report of the Auditor General, under Sec. 33 (b.) of the Audit Act, for the fiscal year 1904-05.

Pursuant to order, 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 from the committee reported that they had considered the matter to them referred and made some progress, passing 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.

The remaining orders of the day were deferred.

Mr. C. Dawe gave notice that he would, on to-morrow, ask the Colonial Secretary to lay on the table of the House a statement showing : (a) The amount received for fees per year in his department during the years 1901-2, 1902-3, 1903-4, 1904-5 ; (b) The disposition of the same, showing to whom paid and by what authority the various fees are collected and disposed of ; also to ask the

Minister of Marine and Fisheries to lay on the table of the House a copy of the agreement for the services of the Scotch fishery expert recently employed and of all correspondence in connection therewith.

It was moved and seconded that when the House rises it adjourn till tomorrow, Wednesday, March 28th, 1906, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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**WEDNESDAY, March 28, 1906.**

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

Petitions were presented by :—

Hon. Mr. Dawe (M.A.M.), from residents of Bishop's Cove, *re* a wharf ;

Mr. Moulton, from residents of Fox Roost, *re* a breakwater.

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

The chairman from the committee of the whole on Supply reported a certain resolution, which was read a first time, as follows :

Administration of Justice, \$160,469,43.

The said resolution, being read the second time, it was moved that the House agree with the committee therein, and the said resolution was agreed to.

Pursuant to order, and on motion of Mr. Morine, the House resolved itself into committee of the whole on the Bill 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 from the committee reported that they had considered the matter to them referred, and passed the Bill with some amendment.

On the motion for the adoption of this report, Mr. C. Dawe moved in amendment, seconded by Mr. Morine, that from Section 1. of the Bill there be stricken out the words "and conveying crews, gear and outfits to the said coast."

Whereupon the House divided, and there appeared for the amendment :— Messrs. C. Dawe, Morine, Chaplin, Blandford, Cashin, Hutchings and Miller, (7) ; and against it :— Right 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, Carty, Clapp, Davey, Earle, Ellis, Kent, Lloyd, Maddock, Martin, Scott and Roberts, (19).

So it passed in the negative.

Then the original motion was put and being carried in the affirmative by a division of 19 to 7, the names being all in the previous division, it was ordered accordingly.

Mr. Morine then moved, seconded by Mr. C. Dawe, that a message be sent to the Legislative Council requesting them to appoint a joint select committee to consider and report upon the Bill to prohibit the prosecution of the Labrador fishery in steam vessels, which motion being put, was carried in the affirmative and ordered accordingly.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill to amend "The Companies Act, 1899," 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 Right Hon. Premier laid upon the table of the House the Report of the Commission of Inquiry into the General Hospital.

The Hon. Minister of Finance and Customs, by command of His Excellency the Governor, laid upon the table of the House the estimate of expenditure for Civil Government for 1906-7.

Mr. Cashin, gave notice that he would, on to-morrow, ask the Right Hon. the Premier if he has seen the reported assertion of Sir Wilfred Laurier in the Canadian Parliament that "The Newfoundland Government is aware that Canada is ready to consider terms of Confederation ;" if there has been any correspondence on the subject ; if so to lay a copy of the same on the table of this House ; also, to ask the Right Hon. the Colonial Secretary what amounts have been paid in connection with the commission appointed to enquire into the affairs of the General Hospital ; to whom such amounts have been paid ; the nature of the services rendered by the payees ; whether the said commission has made any report to the Government or any department thereof and if so to lay a copy of such report on the table of this House.

It was moved and seconded that when the House rises it adjourn till to-morrow, Thursday, March 29th, at four o'clock in the afternoon ; and it was so ordered.

The House then adjourned accordingly.

**THURSDAY, March 29, 1906.**

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

Petitions were presented by :—

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

Mr. Earle, from residents of Seldom-Come-By, 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 of the Hon. Minister of Finance and Customs, the House resolved itself into committee of the whole on the Bill to amend 62 and 63 Vic., Cap. 19, entitled "An Act relating to Light Dues."

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 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 from the committee reported that they had considered the matter to them referred, and made some progress, passing certain resolutions ; and asked leave to sit again to-morrow.

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

Pursuant to notice, and on motion of the Hon. Minister of Justice, the House resolved itself into committee of the whole on the Bill to amend "The Companies Act, 1899."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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.

His Honor the Speaker named the following members as a committee of this House to confer with a committee of the Legislative Council on the Bill to prohibit the prosecution of the Labrador fishery in steam vessels :—Mr. Morine, Mr. C. Dawe, Rt. Hon. the Premier, Hon. Minister of Justice, Hon. Minister of Marine and Fisheries, Mr. Earle, Mr. Moulton and Mr. Lloyd.

Hon. Minister of Marine and Fisheries gave notice that he would, on to-morrow, ask leave to introduce a Bill respecting the qualifications of engineers.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Finance and Customs if any sum of money was paid into his department on account of the towing of the American schooner *Dora A. Lawson* by the S. S. *Fiona*, in May, 1904; if so how much, and the date such sum was paid into his department; the person by whom paid; if any such amount was so paid in to his department what was done with it; if paid out, to whom was it paid out; if paid out to more than one person, a list of the persons to whom said sum was paid together with the amounts paid each; if any portion of same was paid or returned to any underwriters or insurance agents or companies, the names and addresses of such underwriters, agents or companies together with the amount paid same.

It was moved and seconded that, when the House rises, it adjourn until Tuesday next, April 3rd, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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### TUESDAY, April 3, 1906.

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

Petitions were presented by :—

Hon. Mr. Dawe (M.M.F.), from residents of Goddenville, *re* a road;

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

Mr. Clapp, from residents of Bottom White Bay, on the subject of a road;

Mr. Gushue (M.P.W.), from residents of Heart's Content, *re* the fisheries;

Hon. Mr. Clift (M.A.M.), from residents of Twillingate, *re* the fisheries ;  
Mr. Morine, from residents of Jamestown, 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 of the Hon. Minister of Marine and Fisheries, leave was granted for the introduction of a Bill respecting the qualifications of engineers, and it was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Finance and Customs, the Bill to amend 62 and 63 Vic., Cap. 19, entitled "An Act relating to Light Dues" was 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 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 from the committee reported that they had considered the matter to them referred and made some progress, passing 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.

The remaining orders of the day were deferred.

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 to amend 5 Edward VII., Cap. 16," entitled "An Act to Incorporate the Institute of Accountants of Newfoundland," without amendment.

The Right Hon. Premier laid upon the table of the House certain statements of the Reid Newfoundland Company for the year ending June 30th, 1905, in accordance with the provisions of the Railway Contract, 1901.

Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce a Bill to regulate the administering of an oath of secrecy to certain officials in the Public Service. Also to introduce a Bill to amend Cap. 73 and the Acts in amendments thereof, entitled of preventing enlistment in the service of any foreign state and the exportation of arms and the munitions of war.

Mr. Cashin gave notice that he would, on to-morrow, ask the Rt. Hon. the Colonial Secretary for a statement showing receipts and expenditure of the Postal Telegraph Department for the financial years ending June 30th, 1904, and June 30th, 1905, and for the nine months of the current year ending 31st March, 1906. Also to lay on the table of this House a copy of all correspondence relating to the hiring of the Chartered Accountants who are now investigating the books of the Treasury Department, and to state when the services of these gentlemen began ; the amount of remuneration they are to receive ; the nature of the work they are to perform ; and how long more it is likely to continue ; also, whether competent accountants to perform this work could not be obtained in this Colony ; and if so why they were not employed.

It was moved and seconded that when the House rises it adjourn till to-morrow, Wednesday, April 4th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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### WEDNESDAY, April 4, 1906.

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

Petitions were presented by :—

- Mr. Hutchings, from residents of Grate's Cove, on the subject of a road ;
- Mr. Maddock, from residents of Crocker's Cove, on the subject of a road ;
- Mr. Dwyer, from residents of Torbay, on the subject of a road ;
- Mr. Chaplin, from residents of Plate Cove, on the subject of a road ;
- Mr. Moulton, from residents of Deer Island, on the subject of a bridge ;
- Mr. Dawe (M.M.F.), from residents of Coley's Pt., *re* steam communication ;
- Mr. Cashin, from residents of Burnt Cove, on the subject of a road ;
- Mr. C. Dawe, from residents of Port-de-Grave, on the subject of the fisheries ;
- Mr. C. Dawe, from residents of Cupids, on the subject of a wharf ;
- Mr. C. Dawe, from residents of Burnt Head, on the subject of a launchway ;
- Mr. Kent, from residents of Torbay, on the subject of a fishery loss.

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

The chairman from the committee of the whole on Supply reported the following resolution, which was read a first time as follows :—



Civil Government ..... \$110,224.00

The said resolution being read the second time, it was moved that the House concur with the committee therein, and the said resolution was agreed to.

Pursuant to notice, and on motion of the Hon. Minister of Justice, leave was granted for the introduction of Bills respecting Oaths of Secrecy in the Public Service, and preventing enlistment in the service of any foreign state and the exportation of arms and munitions of war; and they were read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Marine and Fisheries, the Bill respecting the qualifications of engineers was read a second time, and ordered to be referred to committee of the whole House 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 acquainting the House of Assembly that they had passed the Bill sent up entitled "An Act to amend the Law as to appointments under Powers not exclusive," without amendment.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly, in reply to their message of the 29th of March, that they had appointed the Hons. Messrs. Skelton, Ryan, Harris, Greene, Harvey, Bowring, Baird and Milley a select committee to meet the select committee of the House of Assembly, in the Committee Room of the Council, on Thursday, the 5th day of April, instant, at 11 o'clock a.m., upon the subject of a Bill to prohibit the prosecution of the Labrador fishery in steam vessels.

Rt. Hon. the Premier gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the Postal Telegraph Act of 1904.

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 Tuesday next.

Hon. Minister of Marine and Fisheries gave notice that he would, on to-morrow, move the House into committee of the whole to consider certain resolutions respecting the management and control of the Harbour of Port-aux-Basques.

Mr. Moulton gave notice that he would, on to-morrow, ask the Rt. Hon. the Premier if his attention has been drawn to a rumor or report that the import duty on fish going into Spain is to be materially increased; and if so, if inquiries have been made by the Government; and to lay on the table a copy of any correspondence in relation thereto. Also if it has been brought to the notice of the Government that serious hardships have resulted to the fishermen on the western part of Burgeo and LaPoile by the practice of American, Canadian, and Newfound-

land fishing vessels: (a) In setting trawls within the three mile limit; (b) In fouling the fishing grounds by depositing offal thereon; and (c) By direct interference with fishermen residing along that part of the coast; and if so, if the Government have taken any steps whatever—and if so, what—to prevent a continuance of these hardships.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Finance and Customs to lay on the table of this House a statement of the amount paid the Rt. Hon. the Premier in connection with the loan in London last autumn.

It was moved and seconded that when the House rises it adjourn till to-morrow, Thursday, April 5th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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#### THURSDAY, April 5, 1906.

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

Petitions were presented by:—

Mr. Carty, from residents of Wood's Island, on the subject of a bridge;

Mr. Carty, from residents of Corner Brook, on the subject of a road;

Mr. Carty, from residents of Humbermouth, on the subject of a road;

Mr. Oke, from residents of Riverhead, Harbor Grace, on the subject of a road;

Mr. Clapp, from residents of LaScie, on the subject of a wharf.

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. Premier, leave was granted for the introduction of a Bill to amend the "Postal Telegraph Act, 1904," and it was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Marine and Fisheries, the House resolved itself into committee of the whole on the Bill respecting the qualifications of engineers.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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 of the Hon. Minister of Justice, the Bill respecting the administration of Oaths of Secrecy was read a second time, and ordered to be referred to committee of the whole House to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill respecting enlistment in the service of any foreign state, and the exportation of arms and munition of war, was read a second time, and ordered to be referred to committee of the whole House 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 a Bill to regulate the speed and operation of motor vehicles on highways.

It was moved and seconded that when the House rises it adjourn till to-morrow, Friday, April 6th, at four o'clock in the afternoon; and it was so ordered.

The House then adjourned accordingly.

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#### FRIDAY, April 6th, 1906.

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 Herring Neck, *re* Labrador fishery;

Mr. Earle, from residents of Fogo, on the subject of fisheries;

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

Hon. Mr. Dawe (M.M.F.), from residents of Byrant's Cove, *re* a road;

Mr. Sullivan, from residents of North Harbor, on the subject of a ferry;

Mr. Carty, from residents of St. George's, on the subject of fishery laws;

Mr. Earle, from residents of Musgrave Harbor, *re* port of call.

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, leave was granted for the introduction of a Bill to regulate the speed and operation of motor vehicles on highways, and it was read a first time, and ordered to be read a second time to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Marine and Fisheries, the Bill entitled "An Act respecting the qualifications of Engineers" was 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 of the Hon. Minister of Justice, the House resolved itself into committee of the whole on the Bill to amend "The Companies Act, 1899."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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 House resolved itself into committee of the whole on the Bill respecting Oaths of Secrecy.

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.

Pursuant to order, and on motion, the House resolved into committee of the whole on the Bill respecting contraband of war.

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 of the Rt. Hon the Premier, the Bill to amend the Postal Telegraph Act was read a second time, and ordered to be referred to committee of the whole 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 respecting certain retiring allowances.

Mr. Hutchings gave notice that he would, on to-morrow, ask leave to introduce a Bill to regulate the practice of dentistry and dental surgery in this Colony.

It was moved and seconded that when the House rises it adjourn till Tuesday next, April 10th, at four o'clock in the afternoon ; it was so ordered.

The House then adjourned accordingly.

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### TUESDAY, April 10, 1906.

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

Petitions were presented by :—

Mr. Ellis, from residents of Tor's Cove, on the subject of a breakwater ;

Mr. Kent, from residents of Logy Bay, on the subject of a road ;

Mr. Blandford, from residents of Glovertown, on the subject of a road ;

Hon. Mr. Gear, from residents of Burin, on the subject of county boundaries.

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

Pursuant to order, and on motion of the Hon. Minister of Justice, the Bill entitled " An Act to amend the Companies Act, 1899," was 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 of the Hon. Minister of Justice, the Bill entitled " An Act respecting Secrecy by persons employed in the Public Service of the Colony," was read a third time and passed, and it was ordered that it be en-

grossed, 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 of the Hon. Minister of Justice, the Bill entitled "An Act to amend Chapter 73 of the Consolidated Statutes (second series), entitled 'Of preventing Enlistment in the services of any Foreign State, and the exportation of Arms and the Munitions of War,' " was 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 notice, and on motion of the Hon. Minister of Marine and Fisheries, the House resolved itself into committee of the whole to consider certain resolutions respecting the management and control of the Harbor of Port-aux-Basques.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had considered the resolutions to them referred, and passed the same with some amendment, 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 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 from the committee reported 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 of the Right Hon. the Premier, the House resolved into committee of the whole on the Bill to amend the Postal Telegraph Act.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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.

The Hon. Minister of Justice, from the select committee to which was referred the Bill respecting Licenses for the Sale of Intoxicating Liquors, reported that the committee had considered the matter to them referred, and submitted the said Bill with some amendments.

Ordered that this report be received, and that the Bill be referred to committee of the whole House on to-morrow.

Right Hon. the Premier gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the Post Office Act, 1891.

Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce a Bill to regulate the law with regard to undesirable aliens. Also to introduce a Bill to amend and consolidate Chapter 80 of the Consolidated Statutes (second series), entitled of the Registration of Deeds and the Acts in amendment thereof. Also to move the House into committee of the whole to consider the question respecting Chinese Immigration.

Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, move the House into committee of the whole on Ways and Means. Also to introduce a Bill respecting certain retiring allowances.

It was moved and seconded that when the House rises it adjourn till to-morrow, Wednesday, April 11th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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### WEDNESDAY, April 11, 1906.

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

Petitions were presented by :—

Mr. Moulton, from residents of Burgeo, on the subject of a well ;

- Mr. Clapp, from residents of Ming's, on the subject of a road ;  
Mr. Kent, from residents of Middle Cove, on the subject of a road ;  
Mr. Gushue (M.P.W.), from residents of Heart's Content, *re* a wharf ;  
Mr. Gushue (M.P.W.), from residents of Smith's Sound, *re* a breakwater ;  
Mr. Gushue, (M.P.W.), from residents of Hodge's Cove, *re* bay steamer ;  
Mr. Gushue, M.P.W.), from residents of Lance Cove, *re* a road ;  
Mr. Earle, from residents of Ladle Cove, *re* steam communication ;  
Mr. Morine, from residents of Tickle Cove, on the subject of a road ;  
Hon. Sir E. P. Morris (M.J.), from residents of St. John's, *re* game laws ;

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

Pursuant to notice, and on motion of Mr. Hutchings, leave was granted for the introduction of a Bill to regulate the practice of Dentistry and Dental Surgery in the Colony, and it was 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, leave was granted for the introduction of a Bill to amend the Post Office Act, 1891, and it was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice, and on motion of the Minister of Justice, leave was granted for the introduction of a Bill to regulate the law with regard to undesirable aliens, and it was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice, and on motion of the Minister of Justice, leave was granted for the introduction of a Bill to amend and consolidate the Registration of Deeds Acts, and it was read a first time and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Right Hon. the Premier, the Bill entitled "An Act to amend the Postal and Telegraph Acts, 1891 to 1904," was 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 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 from the committee reported that they had considered the matter to them referred and made some progress, passing 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.

The remaining orders of the day were deferred.

The Right Hon the Premier, from the select committee appointed to confer with a select committee of the Legislative Council on the Bill to prohibit the prosecution of the Labrador fishery in steam vessels, presented the report of the joint select committee on the said Bill.

It was moved and seconded that when the House rises it adjourn until Tuesday next, April 17th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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**TUESDAY, April 17, 1906.**

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

Petitions were presented by :—

Hon. Mr. Clift (M. A. & M.), from Boot Harbor, on the subject of a road;

Mr. Earle, from residents of Joe Batt's Arm, on the subject of wells.

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

Hon. Minister of Agriculture and Mines laid upon the table of the House the Report of the Mineral Statistics of Newfoundland for the calendar year 1905, and Report on the continuation of the Coal Boring operations in the central carboniferous areanear Goose Brook, Humber Valley, by J. P. Howley, F.G.S.

The chairman from the committee of the whole on Supply reported a certain resolution which was read a first time as follows :—

Supplementary Supply.. .. . \$104,724.99

The said resolution being read the second time, it was moved that the House agree with the committee therein, and the said resolution was agreed to.

Pursuant to order, and on motion of the Hon. Minister of Justice, the House resolved itself into committee of the whole on certain resolutions on the subject of Chinese Immigration.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had considered the matter to them referred, and 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 read a first time, and that it be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the House resolved itself into committee of the whole on the Bill respecting Licenses for the sale of Intoxicating Liquors.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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 following Bills were read a second time :

“ An Act to regulate the use of Motor Vehicles on Highways ” ;

“ An Act respecting the management and control of the Harbor of Port-aux-Basques ” ;

“ An Act to regulate the practice of Dentistry and Dental Surgery ” ; and

“ An Act to amend the Post Office Act, 1891 ” —

and it was ordered that they be referred to committee of the whole 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 Registrar-General of Births, Marriages and Deaths for the year ended 30th September, 1905 ;

Report of the Newfoundland Association in aid of the Royal National Mission to the Deep Sea Fishermen ;

Report of the Halifax Institution for the Deaf and Dumb, 1905.

Hon. Minister of Marine and Fisheries gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the Act respecting the Whaling Industry.

Mr. Hutchings gave notice that he would, on to-morrow, ask the Right Hon. the Premier: (1) What amount was demanded by Mr. J. Alexander Robinson for services in connection with the General Post Office, and what amount was paid to him by the Government for such services; (2) what amount was demanded by Mr. Donald Morison when Judge of the Supreme Court for services in relation to inquiries respecting certain clerks connected with the Court, and what amount was paid to him by the Government for such services?

It was moved and seconded that when the House rises it adjourn till to-morrow, Wednesday, April 18th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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### WEDNESDAY, April 18, 1906.

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

Petitions were presented by:—

Mr. C. Dawe, from residents of Port-de-Grave, on the subject of a road;

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

Mr. Clapp, from residents of Bonne Bay, on the subject of a ferry;

Mr. Kent, from residents of Outer Cove, on the subject of a road;

Mr. Carty, from residents of Corner Brook, on the subject of a road;

Mr. Sullivan, from residents of St. Kyran's, *re* steam communication.

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

Mr. Moulton gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the law relating to the Preservation of Deer.

Mr. Speaker informed the House that he had received messages from the Legislative Council acquainting the House of Assembly that they had passed the Bills sent up entitled:

“An Act to further amend the Education Act, 1903”; and

“An Act to amend 62 and 63 Vic., Cap. I, entitled ‘An Act relating to Light Dues,’” without amendment.

The Hon. Minister of Finance and Customs laid on the table of the House the Annual Report of the Auditor-General for the fiscal year ended June 30th, 1905.

Pursuant to notice, and on motion of the Hon. Minister of Marine and Fisheries, leave was granted for the introduction of a Bill to amend the Act respecting the Whaling Industry, and it was read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the House resolved itself into committee of the whole on the Bill respecting Licenses for the Sale of Intoxicating Liquors.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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 until to-morrow, Thursday, April 19th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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#### THURSDAY, April 19, 1906.

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

Pursuant to order, and on motion of the Hon. Minister of Marine and Fisheries, the House resolved itself into committee of the whole on the Bill respecting the management and control of the Harbor of Port-aux-Basques.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from 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 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 respecting Licenses for the Sale of Intoxicating Liquors.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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.

It now being 12 of the clock, midnight

FRIDAY, APRIL 20th, 1906.

The remaining orders of the day were deferred.

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

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FRIDAY, April 20, 1906.

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

Petitions were presented by :—

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

Mr. Kent, from residents of Bell Island, on the subject of a road ;

Mr. Martin, from residents of Harbor Breton, on the subject of a bridge ;

Rt. Hon. Premier, from residents of North West Arm, *re* a bridge ;

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

Rt. Hon. Premier, from residents of Little Bay Islands, *re* a road ;

Rt. Hon. Premier, from residents of Harry's Harbor, *re* port of call ;

Rt. Hon. Premier, from residents of New Bay, on the subject of a road ;

- Rt. Hon. Premier, from residents of Leading Tickles, *re* a post office ;
- Rt. Hon. Premier, from residents of Leading Tickles, *re* a wharf ;
- Rt. Hon. Premier, from residents of Fortune Harbor, *re* telegraphs ;
- Rt. Hon. Premier, from residents of Purcell's Harbor, *re* a road ;
- Rt. Hon. Premier, from residents of Chance Harbor, *re* a road ;
- Rt. Hon. Premier, from residents of Caplin Cove, on the subject of a road ;
- Rt. Hon. Premier, from residents, of North West Arm, *re* port of call ;
- Mr. Gushue (M.P.W.), from residents of Lady Cove, *re* a wharf ;
- Mr. Gushue (M.P.W.), from residents of Smith's Sound, *re* a breakwater ;
- Mr. Morine, from residents of Pool's Island, on the subject of telegraphs ;
- Mr. Morine, from residents of Broad Cove, on the subject of a bridge.

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

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 the qualifications of Engineers," without amendment.

Pursuant to notice, and on motion of Mr. Moulton, leave was granted for the introduction of a Bill to amend the law relating to the Preservation of Deer, and it was 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 the management and control of the Harbor of Port-aux-Basques," was 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 therein.

Pursuant to order, and on motion, the House resolved itself into committee of the whole on the Bill respecting Licenses for the Sale of Intoxicating Liquors.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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 House resolved itself into committee of

the whole on the Bill to regulate the Practice of Dentistry and Dental Surgery.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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.

Pursuant to order, and on motion, the House resolved itself into committee of the whole on the Bill to amend "The Post Office Act, 1891."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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 entitled :

"An Act respecting the Immigration of Chinese persons," and

"An Act to amend 2nd Ed. VII., Cap. II," entitled 'An Act respecting the Whaling Industry,' were read a second time and ordered to be referred to committee of the whole on to-morrow.

The remaining orders of the day were deferred.

Mr. C. Dawe gave notice that he would, on to-morrow, ask the Hon. Colonial Secretary to lay upon the table of the House all correspondence relative to the daily public telegraph despatch, and to state (1) By whom or by what agency the said despatch is sent ; (2) The amount paid by the local newspapers for the said despatch ; (3) The amount paid or to be paid annually for the compilation of the despatch ; (4) The average cost of same per month ; (5) What amount of the revenue from postal telegraphs (a) For the past fiscal year ; (b) For the current year to March 31st last, is credited to the public despatch.

Hon. Minister of Marine and Fisheries gave notice that he would, on to-morrow, move the House into committee of the whole to consider certain resolutions respecting the Herring Fishery.

Hon. Minister of Agriculture and Mines gave notice that he would, on to-morrow, introduce a Bill respecting the Regulation of Mines.

It was moved and seconded that when the House rises it adjourn till Tuesday next, April 24th, at four o'clock in the afternoon ; it was so ordered.

The House then adjourned accordingly.

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**TUESDAY, April 24, 1906.**

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

Petitions were presented by :—

Mr. Oke, from residents of Harbor Grace, on the subject of a wharf ;

Mr. Morine, from residents of King's Cove, on the subject of a road ;

Mr. Morine, from residents of Gooseberry Island, *re* fishery laws ;

Mr. Earle, from residents of Fogo, *re* art scholarships.

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

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 respectively :

“ An Act respecting Secrecy by persons employed in the Public service of the Colony,” and

“ An Act to amend chapter 73 of of the Consolidated Statutes (second series), entitled ‘ Of preventing Enlistment in the Service of any Foreign State, and the Exportation of Arms and the Munitions of War,’ ” without amendment.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, leave was granted for the introduction of a Bill respecting the Regulation of Mines, and it was read a first time ; and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion, the Bills entitled respectively :

“ An Act to amend the Post Office Act, 1891,” and

“ An Act to regulate the practice of Dentistry and Dental Surgery,” were read a third time and passed, and it was ordered that they be engrossed, being entitled as above, and that they be sent to the Legislative Council with a message requesting the concurrence of that body in their provisions.

Pursuant to order, the House resolved itself into committee of the whole on the Bill respecting Licenses for the Sale of Intoxicating Liquors.



Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from 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 that the Bill be read a third time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the House resolved itself into committee of the whole on the Bill to regulate the use of Motor Vehicles on highways.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from 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 that the Bill be read a third time on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Justice, the House resolved itself into committee of the whole on the Bill respecting the Immigration of Chinese persons.

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 of the Hon. Minister of Marine and Fisheries, the House resolved itself into committee of the whole on the Bill to amend the Law to regulate the Whaling Industry.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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, Mr. Moulton moved, seconded by Mr. Chaplin, that the Bill to amend 4 Ed. VII., Cap. 15, entitled "An Act to amend 'The Deer Preservation Act, 1902,'" be now read a second time.

On the motion being put it was carried in the negative, and ordered accordingly.

The remaining orders of the day were deferred.

Right Hon. Premier gave notice that he would, on to-morrow, move the Suspension of the Rules of this House in relation to all business now before the House or to come before it this Session.

Hon. Minister of Marine and Fisheries gave notice that he would, on to-morrow, move the House into committee of the whole to consider certain resolutions respecting the Herring Fishery. Also, to introduce a Bill to amend 61 Vic., Cap. 3 entitled, "An Act respecting the Department of Marine and Fisheries."

Mr. Kent gave notice that he would, on to-morrow, introduce a Bill to amend "The Newfoundland Medical Act, 1896."

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Justice if he has seen the following statement in the *Trade Review*, of April 14th: "The plain citizen hears that the Right Hon. Premier fixed the price for serving on the Hospital Commission at the small sum of \$1000 for himself and \$750 for each of the other gentlemen;" and (seeing that the Right Hon. the Premier has stated that he was not present at the meeting when the matter was discussèd) to ask if any Bill was sent or claim made to the Government for compensation by the commissioners, or any of them, for their services, and if so, to state the amount demanded or applied for. Also, to ask the Right Hon. Colonial Secretary to lay on the table of this House a copy of all correspondence with the Public Works Department or any other department of the public service with respect to the providing of fire escapes and apparatus for the prevention of fire at the General Hospital in accordance with the recommendations of the Hospital Commission. Also, to ask the Minister of Public Works to lay on the table of this House a copy of all correspondence between his department and the Colonial Secretary's department, with reference to the providing of fire escapes and apparatus for the prevention of fire in the General Hospital, and to state what steps have been taken to provide such safeguards; if such fire-escapes have been provided, and if so, when they were put in position; if fire plugs and hose have been provided, and if so, on what date, and what other measures have been taken. Also, to ask the Right Hon. Colonial Secretary (1) Whether any agreement

exists between the Government, the Internal Economy Commission, or the Colonial Secretary on one hand, and the *Daily News* Publishing Co. on the other, relative to the publication during the present Session of a synopsis of the debates ; (2) If the synopsis of the proceedings of this House, which is at present appearing in the *Daily News*, is supplied by the Supervisor of debates ; (3) If such agreement exists, the amount to be paid, the source of payment and the names of the contracting parties ; (4) If no such agreement exists, whether it is the intention of the Government to pay any amount, and if so, what amount for the said publication ; (5) Whether application has been made to the Government, to any member thereof, or to the Internal Economy Commission for payment for the aforesaid Commission ; if so, by whom was such application made, and what decision was arrived at. Also, to ask the Hon. Minister of Finance and Customs if any sum of money was paid into his department on account of the towing of the American schooner *Dora A. Lawson* by the S.S. *Fiona* in May, 1904 ; if so, how much, and the date such sum was paid into his department ; the person by whom paid ; if any such amount was so paid into his department what was done with it ; if paid out, to whom was it paid ; if paid out to more than one person, a list of the persons to whom said sum was paid, together with the amounts paid each ; if any portion of same was paid or returned to any underwriters or insurance agents or companies, the names and addresses of such underwriters, agents or companies together with the amount paid same.

It was moved and seconded that, when the House rises, it adjourn till to-morrow, Wednesday, April 25th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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### WEDNESDAY, April 25, 1905.

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

On motion of the Right Hon. the Premier, seconded by Mr. Morine, the following resolution was unanimously adopted ;

*Resolved*,—The Legislature of Newfoundland desires to place on record an expression of its sincere sympathy with the inhabitants of San Francisco in the terrible calamity that has overtaken their city by earthquake and fire, and would respectfully tender for the acceptance of the City Relief Committee the sum of five thousand dollars (\$5,000) in aid of the destitute.

Ordered that a message be sent to the Legislative Council requesting their concurrence in the foregoing resolution.

Pursuant to notice, and on motion of the Right Hon. the Premier, the rules of the House were suspended in relation to all business now before the House or to come before it this session.

Pursuant to order, and on motion, the following bills entitled, respectively :

“ An Act respecting licenses for the Sale of Intoxicating Liquors ” ;

“ An Act to regulate the use of Motor Vehicles on highways ” ;

“ An Act respecting the Immigration of Chinese Persons, ” and

“ An Act to amend 2 Ed. VII., Cap II, entitled ‘ An Act to regulate the Whaling Industry, ’ ”

were read a third time and passed, and it was ordered that they be engrossed, being entitled as above, and that they be sent to the Legislative Council with a message requesting the concurrence of that body in their provisions.

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 from the committee reported that they had considered the matter to them referred, and adopted certain resolutions, and recommended the introduction of a Bill to give effect thereto.

Ordered accordingly, and that the Bill to amend “ The Revenue Act, 1905, ” be 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 their message of this day's date, transmitting a resolution passed by the House of Assembly expressive of sympathy with the inhabitants of San Francisco in the terrible calamity that has overtaken that city, and the tender of assistance of \$5,000, that they concur in the said resolution.

Pursuant to notice, and on motion of the Hon. Minister of Marine and Fisheries, the House resolved itself into committee of the whole to consider certain resolutions respecting the Herring Fishery.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had considered the mat-

ter to them referred, and passed the resolutions without amendment, and recommended the introduction of a Bill to give effect thereto.

Ordered that this report be received, and the Bill read a first time presently.

The said Bill was then read a first and second time, and referred to committee of the whole and adopted with some amendment, read a third time and passed, and ordered to be engrossed, being entitled "An Act for the Encouragement of the Herring Fishery, and the better cure of Herrings," 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. Minister of Marine and Fisheries, leave was granted for the introduction of a Bill entitled "An Act to amend 61 Vic., Cap. III, entitled 'An Act respecting the Department of Marine and Fisheries,'" and it was read a first and second time, referred to 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 notice, and on motion of Mr. Kent, leave was granted for the introduction of a Bill to amend "The Newfoundland Medical Act, 1896," and it was read a first and second time, and ordered to be referred to committee of the whole 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. Colonial Secretary to lay on the table of the House a copy of any correspondence between the Governor in Council and the Council of Higher Education in relation to the appointment of a secretary of the C. H. E., and to an increased grant to enable the C. H. E. to employ such an official.

It was moved and seconded that, when the House rises, it adjourn until to-morrow, Thursday, April 26th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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#### THURSDAY, April 26, 1906.

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

Petitions were presented by :--

Mr. C. Dawe, from residents of Brigus, *re* an alteration of a river ;

Mr. Earle, from residents of Joe Batt's Arm, on the subject of a road.

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

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 respectively "An Act to amend the Companies Act, 1899," and "An Act to amend the Post and Telegraph Acts, 1891 to 1904," without amendment.

Pursuant to order, and on motion of Mr. Kent, the House resolved itself into committee of the whole on the Medical 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 same without amendment.

Ordered that this report be received and that the Bill be read a third time presently.

The said Bill was then read a third time and passed, and it was ordered that it be engrossed, being entitled "An Act to amend the Newfoundland Medical Act, 1896," and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill to amend the Crown Lands Act was read a second time, and it was ordered that it be referred to committee of the whole on to-morrow.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act respecting the Regulation of Mines" was read a second time, referred to 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 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 of the Hon. Minister of Finance and Customs, the Bill entitled "An Act to amend the Revenue Act, 1905," was read a second time, referred to 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 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 from the committee reported that they had considered the matter to them referred, and made some progress, passing 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.

The remaining orders of the day were deferred.

It being now midnight,

FRIDAY, April 27,

Mr. Cashin gave notice that he would, on to-morrow, ask the Right Hon. Colonial Secretary if any amounts have been paid to members of the Temperance Commission, appointed two years ago, for their services ; what were the nature of their services ; how many meetings did the said Commission hold ; and if the members of the said Temperance Commission were not paid for their services, why a distinction was made between them and the Hospital Commission. Also, to ask the Right Hon. Colonial Secretary to lay on the table of this House a copy of the report of the Commission of Inquiry into the affairs of the General Post Office, conducted by Hon. M. H. Carty and J. A. Robinson in 1899 ; also to lay on the table of this House a copy of Mr. W. Smith's report on the General Post Office. Also, to ask the Hon. the Minister of Finance and Customs whether the chartered accountants inquiring into the Public Accounts have yet completed their work, and if so, to lay a copy of report of same on the table ; and if they have not completed their work, when they are likely to do so, and what amount it is estimated this work will cost the Colony. Also, on what date the several amounts were paid the Hospital Commission.

It was moved and seconded that, when the House rises, it adjourn till this Friday, afternoon at four o'clock ; and it was so ordered.

The House then adjourned accordingly.

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FRIDAY, April 27th, 1906.

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

Petitions were presented by :—

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

Mr. Martin, from residents of Pool's Cove, *re* telegraph communication ;

Mr. Clapp, from residents of Gargamelle, *re* a retiring allowance for mailman.

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

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 the management and control of the Harbor of Port-aux-Basques," without amendment

The chairman from the committee on Supply reported certain resolutions, which were read as follows :

Supplementary Supply 1905-6.....	\$67,000.00
Estimates 1906-7.....	2,800.00

The said resolutions being read a second time, it was moved that the House concur with the committee therein, and the said resolutions were agreed to..

Pursuant to order, the Hon. Minister of Agriculture and Mines moved, seconded by Right Hon. the Premier, that the House resolve itself into committee of the whole on the Bill respecting the cutting of timber on the Three-mile limit.

On the motion being put, the House divided, when there appeared for the affirmative : the Right Hon. Premier, Hon. Minister of Justice, Hon. Minister of Agriculture and Mines, Minister of Public Works ; Messrs. Carty, Clapp, Dwyer, Hutchings, Lloyd, Martin, Roberts and Sullivan, (12); and in the negative : Messrs. Morine, C. Dawe, and Blandford (3).

So it passed in the affirmative and ordered accordingly ; thereupon

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from 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 that the Bill be read a third time presently.

Pursuant to order, the said Bill was then read a third time and passed, and it was ordered that it be engrossed, being entitled "An Act to restrict the erection of Saw Mills upon timber limits within three miles of the Coast line of this Colony, and to better preserve such timber lands for the purpose of the fishery, for shipbuilding, for fencing and for firewood," and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.



Pursuant to order, and on motion of the Hon. Minister of Finance and Customs, the Undesirable Aliens Bill was read a second time and ordered to be referred to a committee of the whole. Thereupon

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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 presently.

Pursuant to order, the said Bill was then read a third time and passed, and it was ordered that it be engrossed, being entitled "An Act to regulate the law with regard to Aliens," and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

On motion of the Hon. Minister of Justice, leave was granted for the withdrawal of the Bill respecting the "Registration of Deeds."

The remaining orders of the day were deferred.

The Hon. Minister of Justice presented a petition from the 'Longshoremen's Union of St. John's, praying for the enactment of legislation restricting the Immigration of Chinese persons; and it was ordered that it be received and referred to the Department of the Colonial Secretary.

On motion of Mr. Morine, seconded by the Right Hon. the Premier, the following address was unanimously adopted :

*"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, —

"The House of Assembly had under consideration the question of adopting means for improving the condition of the aged poor, and for providing for those who are helpless and infirm, by means of pensions for aged persons, respectfully request that Your Excellency may be pleased to appoint a commission to inquire into the subject and to report thereon to the House of Assembly."

Ordered that this address be presented to His Excellency by such members of this House as are of His Excellency's Council.

Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce a Bill to provide for certain Railway Regulations.

Hon. Minister of Agriculture and Mines gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the Crown Lands Act, 1903.

Mr. Clapp gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the law respecting the Keeping of Dogs.

Mr. Cashin gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary if the Government had yet made any appointments to the proposed Commission to inquire into the proposed Old Age Pension Scheme.

It was moved and seconded that, when the House rises, it adjourn till Tuesday next, May 1st, at four o'clock in the afternoon ; it was so ordered.

The House then adjourned accordingly.

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### TUESDAY, May 1, 1906.

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

Petitions were presented by :—

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

Hon. Mr. Dawe, from residents of Riverhead, Harbor Grace, *re* a road ;

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

Hon. Mr. Shea, from residents of Flatrock, on the subject of a road.

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

Mr. Speaker informed the House that he had received the following messages from the Mayor of San Francisco in reply to the vote of the Legislature on Wednesday last towards the relief of the sufferers by the recent fire and earthquake in that city :

SAN FRANCISCO, CAL.

ST. JOHN'S, N.F.,  
April 29th, 1906.

“ F. J. MORRIS,

Speaker Nfld. Assembly :

“ Thanks for your kind telegram ; same has been referred to James D. Phelan, Chairman Finance Committee, from whom you will hear direct ; accept sincere gratitude for the noble work and generosity of your people.”

“ E. E. SCHMITZ, Mayor.”

SAN FRANCISCO, CAL.

ST. JOHN S, N.F.,  
April 30th, 1906.

“ F. J. MORRIS,

Speaker Nfld. Assembly :

“ Your telegram received ; please extend to the Legislature of Newfoundland San Francisco’s heartfelt gratitude for the timely and most generous donation. Please remit funds to James D. Phelan, Chairman Finance Committee, San Francisco.”

“ E. E. SCHMITZ, *Mayor.*”

Pursuant to notice, and on motion of the Hon. Minister of Agriculture and Mines, leave was granted for the introduction of a Bill to amend the Crown Lands Act, and it was read a first time, and ordered to be read a second time on tomorrow.

Pursuant to notice, and on motion of the Hon. Minister of Justice, leave was granted for the introduction of a Bill entitled “ An Act respecting the Regulation of Railways,” and it was read a first and second time, and referred to committee of the whole, and adopted with some amendment, read a third time and passed, and ordered to be engrossed, being entitled as above, and to be sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to notice, and on motion of Mr. Clapp, leave was granted for the introduction of a Bill entitled “ Ad Act respecting the Keeping of Dogs,” and it was read a first and 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 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 of Mr. Morine, 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 to be engrossed, being entitled as above, 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 the Bills sent up entitled respectively :

“ An Act to amend the Post Office Act, 1891 ” ;

“ An Act to regulate the Practice of Dentistry and Dental Surgery ” ;

“ An Act to amend 2 Ed. VII., Cap. II, entitled ‘ An Act to regulate the Whaling Industry ’ ” ;

“ An Act to amend 61 Vic., Cap III, entitled ‘ An Act respecting the Department of Marine and Fisheries, ’ ” and

“ An Act for the Encouragement of the Herring Fishery and the better cure of Herring ”— without amendment ; also

“ An Act to regulate the use of Motor Vehicles on Highways ”—  
with some amendments in which they request the concurrence of the House of Assembly.

On motion of the Hon. Minister of Justice, the said amendments were read a first and second time and agreed to, and it was ordered that a message be sent to the Legislative Council informing them that the House of Assembly had passed the same without amendment.

On motion of the Rt. Hon. the Premier, it was ordered that a message be sent to the Legislative Council requesting that body to change from \$500 to \$300 the amount of the tax in the Bill sent up from the Assembly, entitled “ An Act respecting the Immigration of Chinese Persons.”

The Hon. Minister of Finance and Customs presented the report of the Select Committee to which was referred the Bill respecting Life Insurance Companies.

The said report was received, and on motion the House resolved itself into committee of the whole on the said Bill.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported 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 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 from the committee reported that they had considered the matter to them referred and passed certain resolutions.

Ordered that this report be received and the said resolutions be read presently.

The said resolutions were then read a first time as follows :

Supreme Court Contingencies (1905-6) .....	\$ 550.00
Encouragement Herring Fishery .....	40,000.00

Roads and Marine Works .....	30,000.00
Construction Museum .....	10,000.00
Extension General Hospital .....	10,254.48
Pensions (1906-7) .....	2,740.00
Premium and management Public Dept .....	12,000.00
General Contingencies .....	10,000.00

The said resolutions being read a second time, it was moved that the House concur with the committee therein, and the said resolutions were agreed to.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they consent to the change from \$500 to \$300 of the tax in the Bill sent up from the Assembly, entitled "An Act respecting the immigration of Chinese persons."

The Minister of Public Works laid on the table of the House the report of the Medical Superintendent of the St. John's Lunatic Asylum for the year 1905.

The Right Hon. Premier gave notice that he would, on to-morrow, move the House into committee of the whole to consider certain resolutions confirmatory of the agreement entered into between the Government of the Colony and the Marconi Wireless Telegraph Company of Canada. Also, move the House into committee of the whole to consider certain resolutions confirmatory of the agreement entered into between the Government of the Colony and the Commercial Cable Company.

The Right Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend Chapter 23 of the Consolidated Statutes (Second Series) entitled "of the Penitentiary and Prison Labor."

It was moved and seconded that, when the House rises, it adjourn until to-morrow, Wednesday, May 2nd, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

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### WEDNESDAY, May 2, 1906.

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 respecting certain retiring allowances, and it was read a first and second time, and ordered to be referred to committee of the whole at a later hour of the day.

Pursuant to notice, and on motion of the Hon. Minister of Justice, leave was granted for the introduction of a Bill entitled "An Act to amend Chapter 23 of the Consolidated Statutes (second series), entitled 'Of the Penitentiary and Prison Labour,'" and it was read a first and second time, referred to 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 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 from the committee reported that they had considered the matter to them referred and 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 \$262,529.47 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, 1907, the sum of \$1,403,873.86 be granted out of the Consolidated 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 of districts or neighborhoods having local boards or councils to authorise the payment at any time after the 30th day of June, 1906, to such local boards or councils of all the monies voted in respect of such districts or neighborhoods for public charities, and for roads, bridges and ferries in Schedule B, and all such monies when paid them as aforesaid may be expended by such boards or councils for such local needs and requirements as the boards or councils may determine ;

*Resolved*,—The monies 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 ;

*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 and second time, and referred to 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 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, 1906, and the 30th day of June, 1907, 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 of the Hon. Minister of Finance and Customs, the House resolved itself into committee of the whole on the Life Insurance Bill.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from 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 read a third time presently.

On motion the said Bill was then read a third time and passed, and it was ordered that it be engrossed, being entitled "An Act to amend the Law relating to Life Insurance Companies," and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion of the Hon. Minister of Agriculture and Mines, the Bill entitled "An Act to amend the Crown Lands Act, 1903," was read a second time and ordered to be referred to committee of the whole.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

Ordered that this report be received, and the Bill read a third time presently.

On motion the said Bill was 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.

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 the Immigration of Chinese Persons" with some amendments, in which they request the concurrence of the House of Assembly.

On motion of the Hon. Minister of Justice, the said amendments were read a

first and 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 same without amendment.

The remaining orders of the day were deferred.

Right Hon. the Premier gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the Foreign Fishing Vessels Act, 1905.

It was moved and seconded that, when the House rises, it adjourn till to-morrow, Thursday, May 3rd, 1906, at four o'clock in the afternoon; and it was so ordered.

The House then adjourned accordingly.

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**THURSDAY, May 3, 1906.**

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

Pursuant to notice, and on motion of the Right Hon. the Premier, the House resolved itself into committee of the whole to consider certain resolutions respecting the confirmation of the agreement entered into between the Government and the Marconi Wireless Telegraph Company of Canada.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had considered the matter to them referred, and 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 said Bill be now read a first time.

Whereupon the said Bill was read a first and second time, referred to 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 for the Confirmation of an Agreement between the Government and the Marconi Wireless Telegraph Company of Canada," 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 Right Hon. Premier, the House resolved itself into committee of the whole to consider certain resolutions respecting the confirmation of the agreement entered into between the Government and the Commercial Cable Company of New York.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had considered the matter to them referred and passed the resolutions without amendment, and recommended the introduction of a Bill to give effect thereto.

Ordered that this report be received and the said Bill be now read a first time.

Whereupon the said Bill was read a first time, read a second time, referred to 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 for the confirmation of an agreement between the Government and the Commercial Cable Company of New York," 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 Right Hon. Premier, leave was granted for the introduction of a Bill to amend "The Foreign Vessels Act, 1905," and it was 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 entitled "An Act respecting certain retiring allowances."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

Ordered that this report be received and the Bill be read a third time presently.

On motion the said Bill was now 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.

It was moved and seconded that when the Houses rises, it adjourn until to-morrow, Friday, May 4th, 1906, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

**FRIDAY, May 4, 1906.**

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 Little Bay, *re* a road ;

Right Hon. Premier, from residents of Woodford's Cove, *re* a road ;

Right Hon. Premier, from residents of Burnt Arm, on the subject of a road ;

Mr. Morine, from residents of Pinchard's Island, *re* a way office.

Right Hon. Premier, from residents of Lause-au-Clair (Labrador), on the subject of steam communication ;

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 a despatch from the Right Hon. the Secretary of State for the Colonies, with respect to the recent visit of members of the Newfoundland Naval Reserve to London.

Pursuant to order, and on motion of the Right Hon. Premier, the Bill entitled "An Act respecting Foreign Fishing Vessels," was read a second time and referred to committee of the whole.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from 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 that the Bill be read a third time presently.

On motion, the said Bill was then 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.

It was moved and seconded that when the House rises, it adjourn till Tuesday next, May 8th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

**TUESDAY, May 8, 1906.**

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

Mr. Speaker informed the House that he had received messages from the Legislative Council acquainting the House of Assembly that they had passed the Bills sent up entitled respectively :—

“ An Act to amend the Revenue Act, 1905 ;”

“ An Act to amend the Newfoundland Medical Act, 1896 ;”

“ An Act to regulate the law with regard to Aliens ;”

“ An Act to restrict the erection of Saw Mills upon timber limits within three miles of the coast line of this Colony and to better preserve such timber lands for the purpose of the Fishery, for shipbuilding, for fencing and for firewood ;”

“ 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 thirtieth day of June, one thousand nine hundred and six, and the thirtieth day of June, one thousand nine hundred and seven, and for other purposes relating to the Public Service ;”

“ An Act respecting the regulation of railways ;”

“ An Act respecting the keeping of dogs ;”

“ An Act to amend Chapter 23 of the Consolidated Statutes (second series), entitled ‘ of the Penitentiary and Prison labor ’ ;”

“ An Act for Confirmation of an agreement between the Government and the Marconi Wireless Telegraph Company of Canada ;”

“ An Act for the Confirmation of an agreement between the Government and the Commercial Cable Company of New York ;”

“ An Act respecting certain retiring allowance ;” and

“ An Act respecting Foreign Fishing Vessels ;” without amendment.

Mr. Speaker also informed the House that he had received messages from the Legislative Council acquainting the House of Assembly that they had passed the Bills sent up entitled respectively :—

“ An Act to amend the Crown Lands Act, 1903 ;”

“ An Act to amend the law relating to Life Insurance Companies ;” and

“ An Act respecting the regulation of mines ;” with amendments in which they request the concurrence of the House of Assembly.

On motion, the said amendments were read a first and 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 same without amendment.

Mr. Speaker further 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 Licenses for the sale of Intoxicating Liquors," with some amendments, in which they request the concurrence of the House of Assembly.

On motion, the said amendments were read a first time and second time and agreed to, with a certain amendment, 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 with an amendment, in which they request the concurrence of the Legislative Council.

Petitions were presented by :—

Right Hon. Premier, from residents of Merritts Harbor, *re* a bridge ;

Right Hon. Premier, from residents of Little Bay, on the subject of relief ;

Mr. Gushue (M.P.W.), from residents of Shoal Harbor, *re* a ferry ;

Mr. Earle, from residents of Indian Island, on the subject of a ferry ;

Mr. Morine, from residents of Port Blandford, on the subject of a bridge.

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

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 amendment made by the House of Assembly upon the amendments made by the Council upon the Bill sent up entitled "An Act respecting Licenses for the sale of Intoxicating Liquors," with some amendment, in which they request the concurrence of the House of Assembly.

On motion, the said amendments were read a first and second time and concurred in, and it was ordered that a message be sent to the Legislative Council acquainting them the House of Assembly had passed the same without amendment.

His Honor the Speaker informed the House that His Excellency the Governor would prorogue the present session of the Legislature, on Thursday next, May 10th, at three o'clock in the afternoon.

It was proposed and seconded that when the House rises, it adjourn till Thursday next, May 10th, at half-past two o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

**THURSDAY, May 10, 1906.**

The House met at half-past 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 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 sums of money for defraying certain expenses of the Public Service for the financial years ending respectively the thirtieth day of June, One Thousand Nine Hundred and Six, and the thirtieth day of June, One Thousand Nine Hundred and Seven, and for other purposes relating to the Public Service of the Colony ;

2.—An Act to amend the Revenue Act, 1905 ;

3.—An Act to amend “ The Postal and Telegraph Acts, 1891 to 1904 ” ;

4.—An Act to amend “ The Post Office Act, 1891 ” ;

5.—An Act for the confirmation of an agreement between the Government and the Marconi Wireless Telegraphy Company of Canada ;

6.—An Act for the confirmation of an agreement between the Government and the Commercial Cable Company of New York ;

7.—An Act for the encouragement of the Herring Fishery and the better cure of herring ;

8.—An Act to amend 62 and 63 Vic., Cap. 19, entitled “ An Act relating to Light Dues ” ;

9.—An Act to further amend “ The Education Act, 1903 ” ;

10.—An Act respecting the Immigration of Chinese persons ;

11.—An Act to amend 2 Ed. VII., Cap., 11, entitled “ An Act to regulate the Whaling Industry ” ;

12.—An Act respecting Foreign Fishing Vessels ;

13.—An Act respecting the Regulation of Mines ;

14.—An Act respecting the Qualifications of Engineers ;

15.—An Act to regulate the practice of Dentistry and Dental Surgery ;

16.—An Act to restrict the erection of Saw Mills upon Timber Limits within three miles of the coast line of this Colony, to better preserve such timber lands for the purpose of the fishery, for shipbuilding, for fencing and for firewood ;

17.—An Act to regulate the law with regard to Aliens ;

18.—An Act to amend “The Crown Lands Act, 1903” ;

19.—An Act to amend the law relating to Life Insurance Companies ;

20.—An Act to amend 61 Vic., Cap. III, entitled “An Act respecting the Department of Marine and Fisheries” ;

21.—An Act respecting the Keeping of Dogs ;

22.—An Act respecting the Regulation of Railways ;

23.—An Act respecting Licenses for the sale of Intoxicating Liquors ;

24.—An Act respecting the Management and Control of the Harbor of Port-aux-Basques.

25.—An Act to amend 5 Ed. VII., Cap. 16, entitled “An Act to Incorporate the Institute of Accountants of Newfoundland” ;

26.—An Act respecting Secrecy by Persons Employed in the Public Service of the Colony ;

27.—An Act to amend Chapter 73 of the Consolidated Statutes (second series), entitled “Of Preventing Enlistment in the Services of any Foreign State, and the Exportation of Arms and the Munitions of War” ;

28.—An Act to regulate the use of Motor Vehicles on Highways ;

29.—An Act to amend the law as to Appointments Under Powers not Exclusive ;

30.—An Act to amend Chapter 23 of the Consolidated Statutes (second series), entitled “Of the Penitentiary and Prison Labor.” ;

31.—An Act amend “The Newfoundland Medical Act, 1896” ;

32.—An Act to amend “The Companies Act, 1899.”

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 have been pleased to observe the diligence with which you have applied yourselves to the business brought before you during the session which is now closed, and I am glad to be able to release you from further attendance here.

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

I beg to convey to you my warm acknowledgments for the liberal supplies which you have granted for the service of the coming fiscal year.

The vote that you have made to encourage the fishermen of this Colony to devote greater attention to the herring fishery and to adopt that mode of fishing and cure which has resulted so satisfactorily in other countries will, I am sure, meet with general approval. I sincerely hope that the testing of the possibilities of drift-net fishing will eventuate in the establishment of this fishery upon a permanent basis.

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

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

I have given my cordial assent to the measures that have engaged your attention.

The Act for the regulation of mines was very necessary, and will tend to the greater safety of those engaged in that hazardous occupation.

The Act to better preserve such timber lands as are within three miles of the coast line of this Colony will, no doubt, prove advantageous to the fishermen, inasmuch as it will prevent the unwarranted destruction of timber which, it is generally conceded, should be preserved in the interests of the fisheries.

In view of the serious decline that has taken place in the whaling industry, the amendment you have made to the Act relating to the fishery will, I earnestly hope, encourage a continuance of the prosecution of the business with a vigor that has characterized the same heretofore.

I have great satisfaction in congratulating the Colony on the success that has attended the prosecution of the seal fishery this season, and I would express the hope that it may prove to be but a precursor of a prosperous year in all branches of the Colony's industries.

In returning to your respective homes and duties, I earnestly pray that your influence and efforts may, under the guidance of Divine Providence, tend to the general welfare and prosperity of His Majesty's subjects.

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 nineteenth day of July next, and this General Assembly is accordingly prorogued until Thursday, the nineteenth day of July 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, 1907, together with Sums granted for Financial Year 1906 and 1907.*

No.	Service.	Estimate for 1905 and 1906.			Estimate for 1906 and 1907.		
		To be Voted. <sup>A</sup>	Authorized by Statute. <sup>B</sup>	Total.	To be Voted. <sup>A</sup>	Authorized by Statute. <sup>B</sup>	Total.
1	Interest on Public Debt, Sinking Fund and Management.....	\$12,000 00	\$850,254 40	\$862,254 40	\$12,000 00	\$862,395 13	\$874,395 13
2	Civil Government.....	105,047 00	26,600 00	131,647 00	110,224 33	26,600 00	136,824 33
3	Pensions .....		11,586 00	11,586 00		11,706 00	11,706 00
4	Administration of Justice.....	141,898 33	18,100 00	159,998 33	160,469 43	18,100 00	178,569 43
5	Legislation .....	31,365 00		31,365 00	31,465 00		31,465 00
6	Education .....	3,500 00	245,323 66	248,823 66	3,500 00	247,323 66	250,823 66
7	Public Charities .....	223,491 00		223,491 00	244,277 00		244,277 00
8	Lighthouses, Signal Stations, etc .....	66,413 00		66,413 00	68,393 00		68,393 00
9	Agriculture and Mines.....	23,620 00		23,620 00	22,720 00		22,720 00
10	Marine and Fisheries.....	61,940 00		61,940 00	62,240 00		62,240 00
11	Roads, Bridges, etc.....	174,154 00		174,154 00	174,187 00		174,187 00
12	Post Office and Telegraphs.....	350,366 68		352,366 68	372,767 10		372,767 10
13	Customs.....	109,343 12		109,343 12	131,631 00		131,631 00
14	Contingencies.....	10,000 00		10,000 00	10,000 00		10,000 00
		\$1,313,138 13	\$1,151,864 06	\$2,465,002 19	\$1,403,873 86	\$1,166,124 79	\$2,569,998 65

## APPENDIX.

*I—Statement of Public Debt.*

Interest and Charges.	Funded Debt, 1905—1906.	Interest, 1906—1907.
5 per cent. on Loan of... ..	\$4,600 00	\$230 00
4 per cent. on Loan of .....	7,392,025 56	295,681 01
3½ per cent. on Loan of.....	13,065,546 66	457,294 13
3 per cent. on Loan of.....	1,581,666 66	47,449 99
	<u>\$22,043,838 88</u>	<u>\$800,625 13</u>
Sinking Fund.....		27,740 00
Premium and Management.. ..		12,000 00
		<u>\$ 840,395 13</u>
Estimated Interest on New Loans.....		34,000 00
		<u>\$874,395 13</u>

**DISTRIBUTION, 1906—1907.**

A.—Premium and Management.....	\$12,000 00
B.—Interest and Sinking Fund .....	862,395 13
	<u>\$874,395 13</u>

*II. Civil Government.*

TO BE VOTED AS PER STATEMENT A., \$110,224.33.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1905—1906.	Estimate 1906—1907.
<i>A</i>			
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)	8,240	8,440
“ Justice .....	(c)	2,556	3,000
“ Finance .....	(d)	2,550	2,550
“ Agriculture and Mines.....	(e)	11,350	11,750
“ Marine and Fisheries .....	(f)	11,082	11,525 33
“ Public Works .. ..	(g)	10,050	10,600
“ Auditor General .....	(h)	1,450	1,450
Contingencies (ordinary) as detailed.....		33,575	33,575
Public Works, for public buildings (as detailed) .....		21,674	24,814
Total .....		<u>\$105,047 00</u>	<u>\$110,224 33</u>
<i>B</i>			
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
“ Min. 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 \$150.....		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>
<i>Summary.</i>			
A.—To be Voted.....		\$105,047 00	\$110,224 33
B.—Authorized by Statute.....		26,600	26,600
Total .....		<u>\$131,647 00</u>	<u>\$136,824 33</u>

## II. Civil Government—(continued.)

DEPARTMENTS (Detail).	SALARIES.	
	Estimate 1905—1906.	Estimate 1906—1907.
<i>(a) Government House.</i>		
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
	\$2,520 00	\$2,520 00
<i>(b) Department of Colonial Secretary.</i>		
The Deputy Head.....	\$1,500 00	\$1,600 00
First Clerk .....	1,100	1,100
Second Clerk .....	750	850
Third Clerk.....	450	450
Stenographer and Typist .....	500	500
Assistant do .....	300	300
Messenger .....	430	430
Assistant do .....	300	300
	\$5,330 00	\$5,530 00
Vital Statistics—		
The Registrar.....	\$700 00	\$700 00
Clerk to Registrar.....	450	450
Registration Fees to Deputy Registrars.....	1,500	1,500 00
	\$2,650 00	\$2,650 00
Miscellaneous—		
Inspectors of Weights and Measures, St. John's.....	\$100 00	\$100 00
Keeper of Observatory .....	160	160
	\$260 00	\$260 00
Totals .....	\$8,240 00	\$8,440 00
<i>(c) Department of Justice.</i>		
The Deputy Head.....	\$1,800 00	\$1,800 00
Secretary and Accountant .....	600	700
Messenger .....	156	200
Typewriter .....		300
	\$2,556 00	\$3,000 00
<i>(d) Department of Finance and Customs.</i>		
Deputy Head.....	\$1,200 00	\$1,200 00
The First Clerk.....	900	900
The Second Clerk.....	450	450
	\$2,550 00	\$2,550 00
<i>(e) Department of Agriculture and Mines.</i>		
The Deputy Head.....	\$1,200 00	\$1,200 00
The First Clerk.....	1,000	1,000
The Second Clerk.....	700	750
The Third Clerk.....	450	550
The Surveyor to Department .....	850	850
The Messenger .....	350	350
The Keeper to Museum .....	300	300
Typewriter .....	250	300
Accountant to Department .....		800
	\$5,700 00	\$6,100 00

## II. Civil Government—(continued.)

DEPARTMENTS (Detail).	SALARIES.	
	Estimate 1905—1906.	Estimate 1906—1907.
<i>(e) Department Agriculture &amp; Mines (Surveyors' Salaries).</i>		
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	600
Inspector of Timber Limits and Examiner of Mill Accounts...	450	450
Inspector of Timber Limits.....	490	400
	<u>\$5,650 00</u>	<u>\$5,650 00</u>
<i>(f) Department of Marine and Fisheries.</i>		
Fishery Expert .....	\$1,460 00	\$1,703 33
The Superintendent of Fisheries .....	1,200	1,200
The Secretary.....	400	400
The Accountant .....	800	800
Inspector of Marine Works .....	1,000	1,100
Lighthouse Mechanic .....	800	900
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 Quarentine Officers.....	150	150
Harbor Master and Ship's Husband.....	700	700
Inspector Whale Factories .....	1,000	1,000
Pickled Fish Inspection .....	600	600
	<u>\$11,082 00</u>	<u>\$11,525 33</u>
<i>(g) Department of Public Works.</i>		
The Government Engineer .....	\$2,000 00	\$2,000 00
The Secretary .....	1,200	1,200
The First Clerk.....	900	1,200
The Second Clerk.....	700	700
The Book-keeper .....	600	800
The Superintendent of Public Works.....	1,000	1,000
Assistant .....	600	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	300
	<u>\$10,050 00</u>	<u>\$10,600 00</u>
<i>(h) Department of Auditor General.</i>		
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 1905—1906.	Estimate 1906—1907.
<i>Government House.</i>		
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
<i>Department of Colonial Secretary.</i>		
Printing and Gazetting and Stationery .....	\$2,400 00	\$2,400 00
Telegrams, including Associated Press Message .....	2,000	2,000
Sundries :—Cab-hire, Cartage, Small Freights, Crown Agents' Account, Meteorological Register and Telephones and Wolf Act .....	800	800
Standard Sets Weights and Measures and Renewals .....	300	300
Royal Naval Reserve.....	15,000	15,000
	\$20,500 00	\$20,500 00
<i>Department of Justice.</i>		
Stationery .....	\$100	\$100
Telegrams .....	125	125
Sundries, including Telephone.....	375	375
	\$600 00	\$600 00
<i>Department of Finance.</i>		
Printing and Stationery .....	\$650 00	\$650 00
Telegrams .....	125	125
Sundries, including Telephone.....	565	565
	\$1,340 00	\$1,340 00
<i>Department of Agriculture and Mines.</i>		
Printing and Stationery.....	\$700	\$700 00
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
<i>Department of Marine and Fisheries.</i>		
Printing and Stationery .....	\$850 00	\$850 00
Telegrams and Telephone.....	400	400
Books for Library.....	250	250
Sundries, including Telephone for Mercantile Marine Office..		
	\$1,500 00	\$1,500 00
<i>Department of Public Works.</i>		
Printing and Stationery.....	\$750	\$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
	\$4,850 00	\$4,850 00

## II. Civil Government—(concluded.)

CONTINGENCIES (Detail).	CONTINGENCIES.	
	Estimate 1905—1906.	Estimate 1906—1907.
<i>Auditor's Office.</i>		
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	500
	\$750 00	\$750 00
Total Contingencies (ordinary) .....	\$33,575 00	\$33,575 00
<i>Fuel and Light.</i>		
Government House, including Fireman's Salary and Taxes....	\$3,550 00	\$3,550 00
Customs Building: Fuel, Light, Rent and Taxes.....	1,350	2,000
Post Office: do do .....	1,650	2,000
Departmental Building: do do .....	900	840
	\$7,450 00	\$8,390 00
<i>Insurance and Keepers.</i>		
Insurance on Public Buildings.....	\$4,200 00	\$4,500 00
Customs Building: Keeper and Fireman, \$312; cleaning, \$208; Sundries, \$100; Fireman and Keeper for King's Wharf Building, \$104.....	724	724
Departmental Building Keeper, \$350; Cleaning, \$220; Night-Watchman and Sundries, \$230.....	750	800
	\$5,674 00	\$6,024 00
<i>Repairs Public Buildings.</i>		
Custom House, Harbor Grace.....	\$100 00	\$100 00
Government House Buildings and Grounds.....	2,200	2,200
Special—Interior, Fences and Lodges.....		1,600
Imperial Property .....	300	300
Kero. Oil Store Expenses: Keepers Salary and Commission 5 per cent .....	200	200
Kero. Oil Store Repairs.....	150	150
Kero. Oil Store: Extension, Sewerage, etc.....		500
Ross's Valley Hospital .....	100	100
Harbor Grace Hospital.....	200	100
Postal Telegraph and Customs Building, Carbonear .....	250	100
Customs Building, St. John's .....	1,500	1,000
Temporary Buildings.....	150	150
Attendance on Clocks in Public Offices and Town Clock.....	200	200
Departmental Building... ..	1,100	500
General Post Office.....	1,100	1,000
Government House: Maintenance of furniture and general furnishing .....	300	300
Cabot Tower: Repairs .....	300	500
St. John's Court House .....	300	400
Outport Postal Telegraph Buildings .....		500
Outport Customs Buildings.....		500
New Diptheria and Fever Hospital.....	200	
	\$8,550 00	\$10,400 00
Total Contingencies Account Public Buildings .....	\$21,674 00	\$24,814 00

## III. Pensions.

Estimate of Expenditure for which Votes of the Legislature are required.		Estimate 1905—1906.	Estimate 1906—1907.
Pensions to individuals as per detail (A) .....		\$11,586 00	\$11,706 00
Name of Pensioner.	Nature of Service at time of Retirement.	Estimate 1905—1906.	Estimate 1906—1907.
D. W. Prowse .....	Judge Central District Court.....	\$1,200 00	\$1,200 00
G. W. Hunt.....	Stipendiary Magistrate, Burgeo.....	250	250
P. Carty.....	Inspector of Police.....	1,440	1,440
J. F. Nevill.....	Inspector of Lighthouses, etc.....	1,000	1,000
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	.....
J. G. Lucas.....	Sub-Collector, Fogo.....	400	.....
H. J. Haddon.....	Preventive Officer, Fortune .....	200	200
Capt. J. Hagen ...	Light Keeper, Cape St. Francis .....	300	.....
William Collins..	“ “ St. Mary's .....	280	.....
Rebecca Oke.. ..	Service of husband, Mechanic.....	100	100
John Sexton.....	Attendant Lunatic Asylum.....	180	180
Widow Buckley... “ Fennessey	{ Husbands killed whilst giving service at { fire .....	116 80	116 80
L. T. Chancey.....	Sub and Acting Sheriff.....	600	600
Mrs. Stentaforde..	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	.....
Robert Oakley....	Light Keeper at Little Denier .....	240	240
Mark Rowsell....	Light Keeper at Cape John .....	240	240
Miss M. Buchanan	Postmistress, Trinity.....	150	150
J. Bartlett.....	Collector of Customs, Brigus .....	400	.....
R. Ryan.....	Turnkey, Penitentiary.....	500	500
J. Fleet .....	Warden, “ .....	320	320
E. Abbott .....	Light House Keeper, Wadham .....	240	240
E. Dicks.....	do Boar Island .....	240	240
J. W. Oakley .....	do Puffin Island.....	240	240
Peter Furlong.....	Keeper Fever Hospital .....	.....	240
Mrs. Birkett.....	Postmistress, Harbor Breton .....	.....	150
Miss Keating .....	Matron Penitentiary.....	.....	200
Thomas Moore....	Assistant Light House Keeper, Fort Amherst .....	.....	240
E. Harding .....	Light House Keeper, Cabot Island.....	.....	240
Peter O'Reilly....	Assistant do Cape St. Mary's.. ..	.....	240
Francis Berteau... Emma Bradshaw.	Magistrate, Twillingate..... Postmistress, Placentia.....	..... .....	560 170
		\$11,586 00	\$11,706 00



## IV. Administration of Justice.

AMOUNT TO BE VOTED AS PER STATEMENT A., \$160,469.43.

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1905—1906.	Estimate 1906—1907.
Supreme Court.....	(a)	\$15,331 00	\$16,287 00
District Courts .....	(b)	2,835	2,835
Magistracy.....	(c)	18,096	20,771
Constabulary (1) Police.....	(d)	50,990 33	62,249 18
Constabulary (2) Fire Department .....	(d)	20,785	22,606 25
St. John's Penitentiary.....	(e)	14,436	14,236
Court Houses and Gaols.....	(f)	10,683	12,693
Local Constables .....	(g)	1,092	1,142
Miscellaneous .....	(h)	7,650	7,650
		<u>\$141,898 33</u>	<u>\$160,469 43</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>
<i>SUMMARY.</i>			
A.—Amount to be Voted .....		\$141,898 33	\$160,469 43
B.—Authorized by Statute.....		18,100	18,100
		<u>\$159,998 33</u>	<u>\$178,569 43</u>

DETAIL.	Estimate 1905—1906.	Estimate 1906—1907.
(a) Supreme Court.		
Salaries :		
Chief Clerk.....	\$2,600 00	\$2,600 00
First Clerk .....	600	700
Second Clerk .....	500	700
Stenographer .....	300	300
Sub-Sheriff.....	800	800
Crier and Tipstaff.....	500	500
Messenger .....	456	312
Deputy-Sheriffs in Outports, payable on certificate of Sheriff .....	400	450
Registrar of Deeds .....	1,200	1,200
Typewriter in Registry of Deeds Office .....	400	400
	<u>\$7,756 00</u>	<u>\$7,962 00</u>

## IV. Administration of Justice (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
(a) <i>Supreme Court</i> (concluded).		
Contingencies—		
Bailiffs (serving summonses, attendance Supreme Court...)		
Stationery .....	\$200 00	\$350 00
Printing.....	600	600
Telegrams, Telephones and Postage .....	100	100
Additional attendance and clerical assistance .....	100	100
	250	250
Travelling and other expenses of Circuit—		
Judges whilst on Circuit and on board steamer to be paid at the rate of \$6.00 per day.....	}	
Judges whilst on Circuit and on board train to be paid at the rate of \$10.00 per day.....		
Sheriff, in lieu of travelling expenses, at the rate of \$5.00 per day.....		
Clerk, in lieu of travelling expenses, at the rate of \$5.00 per day .....		
Crier, in lieu of travelling expenses, \$3.00 per day		
The above amounts to be paid on the certificate of the Minister of Justice.....	2,800	2,900
Other expenses attached to Circuit, including portion of <i>Fiona's</i> expenses.....	}	
Sundries .....		
	25 00	25
	<u>\$1,075 00</u>	<u>\$1,325 00</u>
Engineer, \$600 ; cleaning Registry Office, Supreme Court, \$36.00 ; cleaning Supreme Court, \$192 ; District Court, \$72.00 ; Matron at Police Station, \$120.00 ; cleaning Colonial Secretary's Office and Deputy Minister Public Works Office, \$196.00—\$1,216.00. Coal, etc., \$2,784.00—\$4,000 .....	\$3,500 00	\$4,000 00
Total for Supreme Court.....	<u>\$15,331 00</u>	<u>\$16,287 00</u>
(c) <i>District Courts.</i>		
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).....	}	
Printing .....		
Telegraphs, Telephones and Postage .....		
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 .....		
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 .....	\$1,200 00	\$1,200 00
Total for District Courts.....	<u>\$2,835 00</u>	<u>\$2,835 00</u>

## IV. Administration of Justice (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Magistracy.</i>		
Salaries—		
Magistrate at Little Bay and Pilley's Island.....	\$750 00	\$750 00
“ Twillingate .....	750	750
“ Greenspond .....	750	750
“ Bonavista.....	500	875
“ 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
“ Burgeo .....		500
“ Lawn.....		500
“ Western Cove.....		400
	<u>\$16,396 00</u>	<u>\$18,171 00</u>
Contingencies—		
Stationery.....		
Telegrams .....		
Printing.....		
Travelling expenses of Magistrates, payable on certificate of Minister of Justice (notwithstanding anything in the Contingency Act to the contrary).....	\$1,700 00	\$2,600 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).....		
Total for Magistrates.....	<u>\$18,096 00</u>	<u>\$20,771 00</u>
<i>(d) Constabulary—(1) Police.</i>		
Salaries—		
The Inspector General .....	\$2,000 00	\$2,000 00
The Superintendent.....	1,000	1,000
Secretary and Accountant .....	500	500
	<u>\$3,500 00</u>	<u>\$3,500 00</u>

## IV. Administration of Justice (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
(d) Constabulary—(1) Police (concluded).		
Salaries—		
3 District Inspectors \$800.....	\$1,200 00	\$2,400 00
4 Head Constables at \$600.....	1,500	2,400
11 Sergeants at \$500.....	342	5,500
1 Acting Sergeant at \$475.....	1,400	475
44 Constables at \$456.25.....		20,075
5 Constables at \$438.....		2,190
7 Constables at \$419.75.....	23,790	2,938 25
13 Constables at \$401.50.....		5,219 50
9 Constables at \$365.....		3,285
Special Services, payable on certificate of Minister of Justice.....	275	300
	<u>\$32,035 00</u>	<u>\$44,782 75</u>
Total Salaries, Constabulary.....	<u>\$35,535 00</u>	<u>\$48,282 75</u>
Supplies—		
Arms, Ammunition and Saddlery.....	\$120 00	\$120 00
Fuel and Light to Barracks.....	1,500	1,700
Uniform, accoutrements and bedding.....	3,100	3,100
Lodging allowance.....	3,694	1,500
Purchase of forage for one horse (payable on certificate of Minister of Justice).....	200	200
	<u>\$8,762 00</u>	<u>\$6,620 00</u>
Repairs—		
Repairs, painting barracks.....	\$1,500 00	\$1,500 00
Rent—		
Rent, Outport barracks.....	\$1,000 00	\$1,000 00
Conveyance—		
Transfer and Travelling Expenses.....	\$500 00	\$500 00
Medical Attendance—		
Physician to Police and Police Stations, and Post Mortem Examiner at Morgue.....	\$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.....	600	600
“ one man, at \$189.10.....	170	189 10
“ one man, at \$134.....		134
	<u>\$2,663 33</u>	<u>\$2,816 43</u>
Total for Constabulary—(1) Police.....	<u>\$50,990 33</u>	<u>\$52,249 18</u>
(d) Constabulary—(2) Fire Department.		
Salaries—		
5 Chief Officers—one at \$400, two at \$800, and two at \$600.....	\$2,900 00	\$3,200 00
2 Sergeants at \$500.....	840	1,000
2 Engineers at \$475.....	840	950
17 Constables at \$456.25.....	6,205	7,756 25
Typewriter, etc.....	200	200
	<u>\$10,985 00</u>	<u>\$13,106 25</u>

## IV. Administration of Justice (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(d) Constabulary—(2) Fire Department (concluded).</i>		
Pension—		
One man.....		
Supplies—		
Uniforms and accoutrements.....	\$800 00	\$800 00
Fuel and Light for stations.....	1,500	1,700
Forage and up-keep and purchase of horses (payable on certificate of Minister of Justice).....	2,800	2,800
	\$5,100 00	\$5,300 00
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
	\$850 00	\$850 00
Machinery—		
2,000 feet hose, carriage, upkeep of the chemical engine, harness, ladders, etc. ....	\$2,200 00	\$2,200 00
Contingencies—		
Printing, Stationery.....	\$50 00	\$50 00
Telephones .....	160	160
Ground Rents, etc.....	90	90
Sundries' Account.....	200	200
	\$500 00	\$500 00
Insurance—		
Insurance of Men.....	\$100 00	\$100 00
Total for Fire Department.....	\$20,785 00	\$22,606 25
<i>(e) St. John's Penitentiary.</i>		
Salaries—		
Superintendent.....	\$1,200 00	\$1,200 00
Superintendent, for rations (notwithstanding anything to the contrary in the Audit Act).....	300	300
Deputy Superintendent, Tradeswarden 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
	\$4,536 00	\$4,536 00

## IV. Administration of Justice (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
(e) <i>St. John's Penitentiary</i> (concluded).		
Industries—		
Instructor of Industries.....	\$400 00	\$400 00
Material for brooms, etc.....	4,200	4,200
Accountant, notwithstanding anything to the contrary in Sec. 34, Audit Act.....	200	200
	\$4,800 00	\$4,800 00
Contingencies—		
Stationery and Printing.....	\$50 00	\$50 00
Sundries .....	50	50
	\$100 00	\$100 00
Supplies and Maintenance—		
Food, etc.....	\$2,050 00	\$2,350 00
Clothing, including washing.....	300	350
Sundries.....	450	500
	\$2,800 00	\$3,200 00
Fuel and Light—		
Fuel and Light .....	\$1,000 00	\$1,000 00
Repairs—		
Repairs.....	\$1,200 00	\$600 00
Total for Penitentiary.....	\$14,436 00	\$14,236 00
(f) <i>Court Houses and Gaols.</i>		
Salaries—		
Gaoler at Little Bay.....	\$40 00	\$40 00
" Greenspond .....	84	84
" Harbor Grace.....	450	450
" Ferryland .....	140	140
" Brigus .....	60	60
" Placentia.....	140	140
Gaul Surgeon, Harbor Grace.....	125	125
Turnkey, Harbor Grace Gaol.....	254	254
	\$1,533 00	\$1,293 00
Fuel and Light—		
Fuel and Light .....	\$2,100 00	\$2,100 00
Repairs—		
To Outport Court Houses and Gaols.....	\$2,500 00	\$2,500 00
Special Repairs .....	800	3,050
	\$3,300 00	\$5,550 00
Supplies—		
Rent Outport Court Houses.....	\$400 00	\$400 00
Prisoners' 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.....	\$10,683 00	\$12,693 00

## IV. Administration of Justice (concluded).

## DETAIL (concluded).

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(g) Local Constables.</i>		
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	50
Rose Blanche.....	50	50
Portugal Cove .....	50	50
Blackhead.....	50	50
Little Bay.....		50
Total for Local Constables.....	<u>\$1,092 00</u>	<u>\$1,142 00</u>
<i>(h) Miscellaneous.</i>		
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.....	1,000	1,000
	<u>\$7,000 00</u>	<u>\$7,000 00</u>
Enquiries—		
Under "Public Enquiries' Act".....	\$250 00	\$250 00
Inquests—		
Expenses <i>re</i> Inquests.....	\$400 00	\$400 00
Total for Miscellaneous.....	<u>\$7,650 00</u>	<u>\$7,650 00</u>

*V. Legislation.*

AMOUNT TO BE VOTED, \$31,465.00.

	Estimate 1905—1906.	Estimate 1906—1907.
Legislative Council.....	\$6,570 00	\$6,570 00
House of Assembly.....	19,670	19,770
General .....	5,125	5,125
	<u>\$31,365 00</u>	<u>\$31,465 00</u>

## DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(a) Legislative Council.</i>		
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.....	700	700
Three Doorkeepers: one at \$200, two at \$100.....	400	400
Page .....	35	35
	<u>\$4,735 00</u>	<u>\$4,735 00</u>
Printing—		
Journals, including binding .....	\$300 00	\$300 00
Debates .....	900	900
Miscellaneous Papers.....	250	250
	<u>\$1,450 00</u>	<u>\$1,450 00</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>\$6,570 00</u>	<u>\$6,570 00</u>
<i>(b) House of Assembly.</i>		
Salaries—		
Speaker .....	\$750 00	\$750 00
Chairman of Committees .....	400	400
Thirty-six members.....	8,300	8,400
Clerk .....	750	750
Assistant Clerk .....	500	500
Sergeant-at-arms.....	400	400
Supervisor of Debates .....	450	450
Carried forward.....	<u>\$11,550 09</u>	<u>\$11,650 00</u>



## V. Legislation—concluded.

## DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(b) House of Assembly (concluded).</i>		
Brought forward.....	\$11,550 00	\$11,650 00
Salaries—		
Six Reporters, at \$150 each.....	900	900
Five Doorkeepers, at \$100 each .....	500	500
Three Messengers, at \$100 each .....	300	300
Attendant .....	100	100
Two Pages, at \$50 each.....	100	100
Opposition Doorkeeper.....	100	100
	<u>\$13,550 00</u>	<u>\$13,650 00</u>
Printing—		
Journal, printing .....	\$1,000 00	\$1,000 00
Binding .....	300	300
Debates .....	2,200	2,200
Miscellaneous Papers.....	1,000	1,000
	<u>\$4,500 00</u>	<u>\$4,500 00</u>
Contingencies—		
Newspapers .....	\$500 00	\$500 00
Telegrams and Postage .....	120	120
Stationery .....	250	250
Tradesmen's accounts.....	250	250
Sundries .....	500	500
	<u>\$1,620 00</u>	<u>\$1,620 00</u>
Total for House of Assembly.....	<u>\$19,670 00</u>	<u>\$19,770 00</u>
<i>(c) General.</i>		
Salaries—		
Law Clerk.....	\$750 00	\$750 00
Engrossing .....	320	320
Fireman .....	260	260
Keeper of Building .....	300	300
	<u>\$1,630 00</u>	<u>\$1,630 00</u>
Printing—		
Printing and Binding .....	\$1,000 00	\$1,000 00
Gazetting Acts.....	400	400
	<u>\$1,400 00</u>	<u>\$1,400 00</u>
Fuel, Light, etc.—		
Fuel and Light .....	\$750 00	\$750 00
Attendance, cleaning, sundries.....	200	200
Repairs .....	500	500
	<u>\$1,450 00</u>	<u>\$1,450 00</u>
Library		
The Librarian .....	\$350 00	\$350 00
For Purchase of Books .....	250	250
Printing and Stationery.....	20	20
Contingent expenses.....	25	25
	<u>\$645 00</u>	<u>\$645 00</u>
Total for General .....	<u>\$5,125 00</u>	<u>\$5,125 00</u>

## VI. Education

TO BE VOTED AS PER STATEMENT A., \$3,500.00

A.—Estimate of Expenditure for which Votes of the Legislature are required.		Estimate 1905—1906.	Estimate 1906—1907.
Contingencies .....		\$1,500 00	\$1,500 00
Extra Grant .....		1,000	1,000
Teachers' Pension Fund .....		1,000	1,000
		<u>\$3,500 00</u>	<u>\$3,500 00</u>
B.—Expenditure authorized by Statute.			
Scholarships .....	(a)	\$600 00	\$600 00
Pensions.....	(b)	300	300
Grants to Boards.....	(c)	133,827 54	133,507 54
Destitute Places.....	(d)	9,000	9,000
Higher Education.....	(e)	9,194 13	9,194 13
Pupil Teachers.....	(f)	8,500	8,500
Augmentation.....	(g)	52,500	52,500
Colleges .....	(h)	13,451 93	13,451 93
Inspection (a) Salaries.....	(i)	7,560	7,880
(b) Additional .....		1,122 45	1,122 45
Industrial Education .....	(j)	3,767 61	3,767 61
Council of Higher Education.....	(k)	5,500	7,500
		<u>\$245,323 66</u>	<u>\$247,323 66</u>
<i>Summary.</i>			
A.—To be Voted.....		\$3,500 00	\$3,500 00
B.—Authorized by Statute.....		245,323 66	247,323 66
Total .....		<u>\$248,823 66</u>	<u>\$250,823 66</u>

## VI. Education—continued.

## DETAIL.

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
Contingencies—		
Stationery and Printing (ordinary), and for Matriculation Examinations, etc .....	\$500 00	\$500 00
Printing reports of Inspectors of Education .....	1,000	1,000
	<u>\$1,500 00</u>	<u>\$1,500 00</u>
Grant for places not included in census, and other contingent expenses .....	1,000	1,000
Teachers' Pension Fund .....	1,000	1,000
Total (A) .....	<u>\$3,500 00</u>	<u>\$3,500 00</u>

B.—Expenditure authorized by Statute.	Estimate 1095—1906.	Estimate 1906—1907.
(a) Scholarships		
The Diamond Jubilee Scholarship .....	\$600 00	\$600 00
(b) Pensions.		
James Munn .....	\$300 00	\$300 00
(c) Grants to Boards.		
Roman Catholic .....	\$46,307 36	\$45,987 36
Church of England .....	44,490 74	44,490 74
Methodist .....	37,409 56	37,409 56
Salvation Army .....	4,018 37	4,018 37
Presbyterian .....	912 26	912 26
Congregational .....	581 36	581 36
Other Denominations .....	107 89	107 89
	<u>\$133,827 54</u>	<u>\$133,507 54</u>

## VI. Education—continued.

## DETAIL (continued).

B.—Expenditure Authorized by Statute.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(d) Destitute Places.</i>		
Roman Catholic .....	\$3,114 20	\$3,114 20
Church of England.....	2,992 04	2,992 04
Methodist .....	2,515 82	2,515 82
Salvation Army.....	270 24	270 24
Presbyterian .....	61 32	61 34
Congregational .....	39 10	39 10
Other Denominations .....	7 26	7 26
	<u>\$9,000 00</u>	<u>\$9,000 00</u>
<i>(e) Higher Education.</i>		
Roman Catholic .....	\$3,181 37	\$3,181 37
Church of England.....	3,056 57	3,056 57
Methodist .....	2,570 08	2,570 08
Salvation Army.....	276 07	276 07
Presbyterian .....	62 67	62 67
Congregational .....	39 94	39 94
Other Denominations .....	7 43	7 43
	<u>\$9,194 13</u>	<u>\$9,194 13</u>
<i>(f) Pupil Teachers.</i>		
Roman Catholic .....	\$2,941 19	\$2,941 19
Church of England.....	2,825 81	2,825 81
Methodist .....	2,376 05	2,376 05
Salvation Army.....	255 22	255 22
Presbyterian.....	57 94	57 94
Congregational .....	36 93	36 93
Other Denominations .....	6 86	6 86
	<u>\$8,500 00</u>	<u>\$8,500 00</u>
<i>(g) Augmentation.</i>		
Roman Catholic .....	\$18,166 19	\$18,166 19
Church of England.....	17,453 54	17,453 54
Methodist .....	14,675 62	14,675 62
Salvation Army.....	1,576 38	1,576 38
Presbyterian.....	357 88	357 88
Congregational .....	228 07	228 07
Other Denominations .....	42 32	42 32
	<u>\$52,500 00</u>	<u>\$52,500 00</u>
<i>(h) Colleges.</i>		
Roman Catholic .....	\$4,654 39	\$4,654 39
Church of England.....	4,472 22	4,472 22
Methodist .....	3,760 41	3,760 41
Salvation Army.....	403 93	403 93
Presbyterian.....	91 70	91 70
Congregational .....	58 44	58 44
Other Denominations .....	10 84	10 84
	<u>\$13,451 93</u>	<u>\$13,451 93</u>

## VI. Education (concluded).

## DETAIL (concluded).

B.—Expenditure Authorized by Statute.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(i) Inspection.</i>		
<i>(a) Salaries—</i>		
Roman Catholic Superintendent .....	\$1,620 00	\$1,620 00
Roman Catholic Superinteddent, Harbor Grace.....	1,300	1,620
Church of England Superintendent.....	1,620	1,620
Church of England Assistant .....	700	700
Methodist Superintendent.....	1,620	1,620
Methodist Assistant.....	700	700
	\$7,560 00	\$7,880 00
<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
	\$1,122 45	\$1,122 45
<i>(j) Industrial Education.</i>		
Roman Catholic.....	\$1,303 67	\$1,303 67
Church of England .....	1,252 53	1,252 53
Methodist .....	1,053 18	1,053 18
Salvation Army .....	113 13	113 13
Presbyterian.....	25 68	25 68
Congregational.....	16 37	16 37
Other Denominations .....	3 05	3 05
	\$3,767 61	\$3,767 61
<i>(k) Council of Higher Education.</i>		
Amount of Grant .....	\$5,500 00	\$7,500 00
	\$245,323 66	\$247,323 66

## VI. Public Charities.

AMOUNT TO BE VOTED \$243,977.00.

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1905—1906.	Estimate 1906—1907.
<i>SUMMARY.</i>			
Relief of the poor (proper) .....	(a)	\$142,792 00	\$143,317 00
In aid of Charitable Societies .....	(b)	7,972	9,912
Lunatic Asylum—Salaries and Maintenance.....	(c)	30,694	32,814
General Hospital—Salaries and Maintenance.....	(d)	19,685	25,771
Poor Asylum—Salaries and Maintenance.....	(e)	13,086	15,186
Public Health—St. John's and Outports.....	(f)	7,452	9,677
Lazaretto, St. John's .....	(g)	1,900	1,900
New Fever Hospital .....	(h)	.....	5,400
Total .....		\$223,491 00	\$243,977 00

## DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(a) Relief of the Poor Department.</i>		
Salaries—		
(a) 1. The Commissioner .....	\$1,500 00	\$1,800 00
2. St. John's Offices—		
The Inspector and Accountant.....	\$800 00	\$800 00
The Cashier .....	550	600
The Book-keeper .....	525	600
	\$1,875 00	\$2,000 00
3. Outport Offices—		
Relieving Officers—		
Kelligrews .....	\$40 00	\$40 00
Harbor Main .....	40	40
Conception .....	.....	40
Brigus .....	100	100
Port-de-Grave .....	100	100
Bay Roberts.....	100	100
Harbor Grace.....	375	375
Spaniard's Bay .....	75	75
Carbonear .....	250	250
Different Division. {		
Freshwater, Bay-de-Verde.....		
Broad Cove.....		
Westrn 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.....	\$1,420 00	\$1,460 00

## VII. Public Charities (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(a) Relief of the Poor Department (continued).</i>		
Brought forward.....	\$1,420 00	\$1,460 00
Salaries—Relieving Officers (concluded)—		
Trinity .....	40	40
Britannia Cove.....	40	40
Catalina .....	60	60
Bonavista .....	40	100
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 .....	60	60
Musgrave Harbor.....	20	20
Fogo .....	40	40
Twillingate .....	120	120
Exploits.....	40	40
St. Anthony .....	40	40
LaScie .....	40	40
Conche .....	20	20
Jackson's Arm.....	20	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	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.....	\$3,342 00	\$3,442 00
Total Salaries, St. John's.....	3,375	3,800
New Offices—		
Salaries, if required, for new offices established by Order in Council.....	200	200
Total Salaries.....	\$6,917 00	\$7,442 00

## VII. Public Charities (continued).

## DETAIL (continued).

DETAIL.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(a) Relief of the Poor Department (continued).</i>		
(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
	<u>\$1,649 00</u>	<u>\$1,649 00</u>
2. Casual Attendance, Outports.....	3,000	3,000
3. Emergency Cases.....	700	700
Total Medical Attendance.....	<u>\$5,349 00</u>	<u>\$5,349 00</u>
(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
	<u>\$6,550 00</u>	<u>\$6,550 00</u>
(e) Pauper Lunatics.....	<u>\$1,000 00</u>	<u>\$1,000 00</u>
(f) Conveyance of Sick Poor.....	<u>\$1,000 00</u>	<u>\$1,000 00</u>
(g) Conveyance Sick Fishermen, Labrador.....	<u>\$800 00</u>	<u>\$800 00</u>
(h) Extraordinary Expenditure—		
Fire Sufferers, Artificial Limbs, etc.....	<u>\$2,000 00</u>	<u>\$2,000 00</u>
(i) Contingencies—		
Printing and Stationery.....	} \$705 00 }	} \$705 00 }
Postage and Telegrams.....		
Fuel and Light.....		
Sundries, Telephone, etc.....		
	<u>\$705 00</u>	<u>\$705 00</u>
(j) Rent.....	<u>\$471 00</u>	<u>\$471 00</u>
(k) Shipwrecked Crews—		
Shipwrecked Crews, including allowance* for keeping accounts \$100.....	<u>\$3,000 00</u>	<u>\$3,000 00</u>



## VII. Public Charities (continued).

## DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required,	Estimate 1905—1906.	Estimate 1906—1907.
<i>(a) Relief of the Poor Department (concluded).</i>		
(a) Salaries—St. John's.....	\$3,375 00	\$3,800 00
“ —Outports .....	3,324	3,442
New Offices—Salaries, if required, for new offices established by Order in Council.....	200	200
	\$6,197 00	7,442 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 .....	471	471
(k) Shipwrecked Crews.....	3,000	3,000
Total Expenditure Relief Poor Department.....	\$142,792 00	\$143,317 00
<i>(b) Charitable Societies.</i>		
Halifax Institute for the Blind, 13 at \$180.....	\$1,950 00	\$2,340 00
“ “ for the Deaf and Dumb, 10 at \$165.....	1,200	1,650
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	100
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
Salvation Army Maternity Home.....	.....	500
Harbor Grace Industrial School.....	400	400
R.N.M.D.S. Mission Hospital, Battle Hr., Labrador.....	500	500
“ “ “ Indian Hr., “ .....	500	500
“ “ “ St. Anthony, Dis. St. Barbe.....	500	500
Moravian Church Hospital, Okak, Labrador.....	.....	200
Convalescent Home .....	.....	400
	\$7,972 00	\$9,912 00

## VII. Public Charities (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905-1906.	Estimate 1906-1907.
<i>(c) Lunatic Asylum.</i>		
Salaries—		
The Resident Physician.....	\$1,700 00	\$1,700 00
The Matron.....	360	360
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	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—		
One at \$210.....	\$210	210
Four at 120.....	480	480
Eight at 108.....	864	864
Two at 96.....	192	192
One at 84.....	84	84
	\$8,744 00	\$8,744 00
Contingencies—		
Stationery.....	} \$200 00	\$200 00
Sundries.....		
	\$200 00	\$200 00
Supplies—		
Rations.....	\$12,500 00	\$13,700 00
Clothing.....	2,500	2,500
Incidentals, viz.: Medicines, Graves, Forage, Straw, Repairs to Furniture, etc.....	1,760	1,800
	\$16,760 00	\$18,000 00
Fuel and Light—		
Coal, etc.....	\$4,500 00	\$4,500 00
Repairs—		
Repairs.....	400	\$1,370
Total for Lunatic Asylum.....	\$30,604 00	\$32,814 00
<i>(d) General Hospital.</i>		
Salaries—		
Resident Physician.....	} \$1,900 00	\$1,900 00
Cab Hire.....		
Assistant Physicians, two at.....		
Seaman's Physician, two at.....		
Carried forward.....	\$2,340 00	\$2,340 00

## VII. Public Charities (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905-1906.	Estimate 1906-1907.
(d) General Hospital (concluded).		
Brought forward.....	\$2,340 00	\$2,340 00
Salaries—		
The Matron .....	480	480
The Superintendent of Nurses .....	480	480
Messenger and Fireman .....	180	180
Male Attendant (1).....	320	320
Seamstress .....	80	80
Laundresses, 2; Housemaid, 1; and three Servants; 6 at \$72 .....	216	432
Cook .....		120
Nurses—		
Night Superintendent .....	228	144
Head Nurse .....		100
Probationers, three at \$100 .....		300
“ four at \$72 .....	576	288
“ nine at \$48 .....		432
Additional Help in Hospital and Laundry.....	100	150
To cover increase in salary of Probationers .....	150	350
	\$5,210 00	\$6,196 00
Contingencies—		
Stationery .....	} \$75 00	\$75 00
Printing, Telegrams, Postage and Incidentals.....		
	\$75 00	75 00
Supplies—		
Rations .....	\$7,800 00	\$11,700 00
Medicines, Wines, Spirits.....	1,500	2,400
Clothing, Bedding, etc .....	500	600
Sundries.....	800	1,000
	\$10,600 00	\$15,700 00
Fuel and Light .....	\$2,800 00	\$2,800 00
Repairs .....	1,000	1,000
Total for General Hospital.....	\$19,685 00	\$25,771 00
(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 \$230; one at \$40.....	320	320
Ten Female Attendants—one at \$114; one at \$108; four at \$84; four at \$72 .....	846	846
One Nightwatchman .....	360	360
	\$2,276 00	\$2,276 00
Contingencies—		
Stationery .....	} \$110 00	\$110 00
Postage.....		
Sundries, including Telephone.....		
	\$110 00	\$110 00

## VII. Public Charities (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
(e) Poor Asylum (concluded).		
Maintenance—		
Rations .....	\$6,660 00	\$7,800 00
Clothing and Bedding.....	950	1,150
Sundries, Utensils, Cleaning, etc.....	800	1,000
	\$8,350 00	\$9,950 00
Fuel and Light .....		\$1,350 00
Repairs, ordinary, \$1,000 ; Retaining Wall, \$500.....		1,500
Total for Poor Asylum .....	\$13,086 00	\$15,186 00
(f) Public Health.		
Salaries—		
Public and Medical Health Officer .....	\$600 00	\$2,000 00
Matron, Fever Hospital .....		400
Attendant Physician, Fever Hospital.....	100 00	100
Matron, Hospital, Signal Hill.....	120	120
Inspector and Keeper of Office.....	360	580
Messenger at Fever Hospital.....	180	180
Two Nurses at \$72 .....	144	144
Inspector of Meats .....	250	250
Fireman and Messenger, New Fever Hospital.....		180
	\$1,754 00	\$3,954 00
Contingencies—		
Rent of Office, \$110 ; Fuel and Light, \$25 ; Cleaning, \$28..	\$163 00	\$163 00
Printing and Stationery .....	25	50
Doctors' Reports on Infectious Cases.....	130	130
Drugs, etc.....	25	25
Cab-hire outlying ports .....	75	75
	\$418 00	\$443 00
Conveyance—		
For Conveyance, Burials, Graves .....	\$200 00	\$200 00
Total for St. John's .....	\$2,372 00	\$4,597 00
General—	OUTPORTS.	
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
	\$2,000 00	\$2,000 00
Total Outports.....	\$5,080 00	\$5,080 00
Total for St. John's .....	2,372	4,597
Total for Public Health .....	\$7,452 00	\$9,677 00

## VII. Public Charities—(concluded).

## DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(g) Lazaretto.</i>		
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
<i>(h) New Fever Hospital.</i>		
Maintenance and Supplies.—		
Rations.....	.....	\$1,500 00
Medicines, Wines and Disinfectants.....	.....	400
	.....	\$1,900 00
Fuel and Light.....	.....	\$500 00
Fumigator.....	.....	3,000 00
Total.....	.....	\$5,400 00

## VIII. Lighthouses, Blockhouse, Noon &amp; Fog Guns.

AMOUNT TO BE VOTED, \$68,393.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Lighthouses.</i>		
Salaries.....	\$29,055 00	\$31,655 00
Maintenance.....	29,205	29,625
Contingencies.....	300	300
Repairs.....	4,715	3,675
	\$63,275 00	\$65,255 00
<i>Blockhouse.</i>		
Salaries.....	\$600 00	\$600 00
Maintenance.....	450	450
	\$1,050 00	\$1,050 00
<i>Noon Gun.</i>		
Salaries.....	\$48 00	\$48 00
Ammunition.....	290	290
Chronometer Time.....	100	100
	\$438 00	\$438 00
<i>Fog Gun.</i>		
Salaries.....	\$100 00	\$100 00
Ammunition.....	1,000	1,000
	\$1,100 00	\$1,100 00
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
	\$550 00	\$550 00
<i>Lighthouses—Salaries.</i>		
Station :		
Three Stations in White Bay.....		\$150 00
Gull Island—		
Keeper, \$444 ; Assistant, \$348.....	\$740 00	792
Courier.....	60	60
Nipper's Harbor—		
Keeper.....	300	300
Great Denier Island—		
Keeper.....	187 50	225
South End Long Island—		
Keeper, \$444 ; Assistant, \$348.....	740	792
Courier.....	60	60
Long Point, Twillingate		
Keeper.....	416	462
Assistant.....	324	348
Wharf Light, Twillingate—		
Keeper.....	100	100
Bacalhao, North—		
Keeper.....	504	528
Queenstown—		
Keeper.....	300	360
Change Island—		
Keeper.....	260	300
Cann Island—		
Keeper.....	450	450
Carried forward.....	\$4,441 50	\$4,927 00

## VIII. Lighthouse, Blockhouse, &amp;c.—(continued.)

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Lighthouses—Salaries (continued)</i>		
Brought forward.....	\$4,441 50	\$4,927 00
Station :		
Seldom-Come-By—		
Fog Alarm Keeper.....	416	528
Tilton Harbor—		
Keeper.....	75	100
Wadham Island—		
Keeper.....	504	528
Penguin Island—		
Keeper.....	504	582
Cabot Island—		
Keeper.....	504	582
Courier.....	90	90
Puffin Island—		
Keeper.....	360	360
Little Denier Island—		
Keeper.....	504	528
King's Cove Head—		
Keeper.....	200	252
Squarry Head—		
Keeper.....	120	204
Cape Bonavista—		
Keeper.....	416	444
Assistant.....	324	348
Green Island Light and Alarm—		
Keeper and Engineer.....	416	444
Assistant.....	324	348
Fort Point, Trinity—		
Keeper.....	120	150
Random Island—		
Keeper.....	504	528
Heart's Content—		
Keeper.....	200	252
Hant's Harbor—		
Keeper.....	120	150
Baccalieu, South—		
Keeper, including Assistant.....	648	720
Courier.....	56	80
Baccalieu—		
Fog Alarm Keeper and Assistant.....	504	528
Western Bay—		
Keeper Fog Station.....	504	528
Carbonear Island—		
Keeper.....	360	360
Harbor Grace Island—		
Keeper.....	360	360
Harbor Grace Beacon—		
Keeper.....	185	200
Bar Buoys.....	40	40
Green Point, Bay Roberts—		
Keeper.....	200	204
Brigus—		
Keeper.....	360	360
Cape St. Francis—		
Keeper.....	416	462
Engineer.....	416	420
Carried forward.....	\$14,191 50	\$15,607 00

## VIII. Lighthouses, Blockhouse, &amp;c.—(continued).

## DETAIL (continued).

A.— Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Lighthouses—Salaries (continued).</i>		
Brought forward .....	\$14,191 50	\$15,607 00
Station :		
Fort Amherst—		
Keeper .....	416	462
Assistant .....	324	348
Leading Lights, St. John's—		
Keeper.....	320	320
Cape Spear—		
Keeper.....	416	462
Engineer .....	400	420
Assistant Keeper.....	324	348
Ferryland—		
Keeper.....	600	600
Powel's Head—		
Keeper, \$408 ; Assistant, \$384.....	740	792
Cape Pine—		
Keeper.....	650	650
Cape LaHaye—		
Keeper.....	200	252
Cape St. Mary's—		
Keeper.....	419	462
Assistant .....	324	348
Courier.....	10	10
Point Verde—		
Keeper.....	360	360
Point Latina—		
Keeper.....	200	252
Long Island, Placentia—		
Keeper.....	504	528
Courier.....	60	60
Burin—		
Fog Bell Keeper .....	300	300
Dodding Head—		
Keeper.....	416	444
Assistant .....	324	348
Lamaline—		
Keeper.....	120	150
Brunette—		
Keeper.....	416	666
Grand Bank—		
Keeper.....	120	150
Garnish—		
Keeper.....	120	150
Belloram—		
Keeper.....	120	150
Rockey Point—		
Keeper.....	120	150
Sagona—		
Keeper Fog Signal .....	60	60
Pass Island—		
Keeper.....	360	360
Gaultois—		
Keeper.....	120	150
Carried forward.....	\$23,675 50	\$25,359 00



## VIII. Lighthouses, Blockhouse, &amp;c.—(continued).

## DETAIL. (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Lighthouses—Salaries (concluded).</i>		
Brought forward.....	\$23,675 50	\$25,359 00
Station :		
Ramea Island—		
Keeper.....	504	528
Boar Island—		
Keeper.....	360	360
Ireland Island—		
Keeper.....	504	560
Rose Blanche—		
Keeper.....	360	408
Keeper Fog Alarm ...	416	528
Isle-aux-Morts—		
Keeper.....	100	150
Channel Range Lights and Buoys—		
Keeper.....	360	360
Channel Head Light and Fog Signal—		
Keeper.....	700	810
Sandy Point—		
Keeper.....	120	204
Bay of Island—		
Keeper.....	260	300
Lobster Cove Head—		
Keeper.....	504	528
Kepple Island—		
Keeper.....	200	300
Double Island—		
Keeper.....	504	528
Indian Tickle—		
Keeper.....	300	528
St. Michael's Head.....	187 50	204
Total.....	<u>\$29,055 00</u>	<u>\$31,655 00</u>
<i>Lighthouses—Maintenance</i>		
Maintenance—		
Gull Island.....	\$450 00	\$450 00
Nipper's Harbor.....	200	200
Long Island, Notre Dame Bay.....	350	350
Great Denier.....	60	60
Long Point, Twillingate.....	400	400
Wharf Light, Twillingate.....	30	30
Baccalhao, North.....	200	200
Queenstown.....	250	250
South End of Change Islands.....	250	250
Cann Island.....	200	200
Seldom-Come-By Fog Alarm.....	500	500
Tilton Harbor.....	40	40
Wadham Island.....	300	300
Penguin Island.....	250	250
Cabot Island.....	400	400
Puffin Island.....	340	340
Little Denier.....	270	270
King's Cove Head.....	180	180
Squarrey Head.....	100	100
Cape Bonavista.....	400	400
Green Island Light and Alarm.....	1,200	1,200
Carried forward.....	<u>\$6,370 00</u>	<u>\$6,370 00</u>

## VIII. Lighthouse, Blockhouse, &amp;c.—(continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Lighthouses—Maintenance, etc. (continued.)</i>		
Brought Forward.....	\$6,370 00	\$6,370
Maintenance—		
Fort Point, Trinity.....	130	130
Random Island.....	230	230
Heart's Content.....	150	150
Hant's Harbor.....	130	130
Baccalieu, South.....	400	400
Baccalieu Fog Alarm.....	600	600
Western Bay Fog Signal.....	750	750
Carbonear.....	200	200
Harbor Grace Island.....	465	465
Harbor Grace Beacon.....	250	250
Harbor Grace Beacon and Bar Buoys.....	250	250
Green Point, Bay Roberts.....	150	150
Brigus.....	200	200
Cape St. Francis—Light and Alarm.....	1,400	1,400
Cape St. Francis—special for water pipes, \$100.....	100	100
Fort Amherst.....	400	400
Leading Lights, St. John's.....	420	420
Cape Spear—Light and Alarm.....	1,300	1,300
Ferryland.....	375	375
Powell's Head.....	2,130	2,130
Cape Pine.....	445	445
Point LaHaye.....	150	150
Cape St. Mary's.....	500	500
Point Verde.....	270	270
Point Latina.....	200	200
Long Island, Placentia.....	300	300
Burin Fog Bell.....	230	150
Dodding Head.....	500	500
St. Lawrence.....	300	300
Lamaline.....	200	200
Brunette.....	600	600
Grand Bank.....	100	100
Garnish.....	100	100
Belleoram.....	130	130
Rocky Point.....	130	130
Sagona Fog Gun.....	80	80
Pass Island.....	300	300
Gaultois.....	120	120
Ramea.....	250	250
Boar Island.....	260	260
Ireland Island.....	260	260
Rose Blanche.....	260	260
Rose Blanche Fog Alarm.....	500	500
Isle-aux-Morts.....	120	120
Channel Head Light and Signal.....	2,250	2,250
do and Buoys.....	200	200
Sandy Point.....	200	200
Bay of Islands.....	200	200
Lobster Cove Head.....	250	250
Keuple Island ; special, \$200.....	400	400
Double Island, Labrador.....	300	300
Indian Tickle, Labrador.....	200	200
Carried forward.....	\$26,455 00	\$26,375 00

## VIII. Lighthouses, Blockhouses, &amp;c.—(concluded).

## DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Lighthouses—Maintenance, etc. (concluded).</i>		
Brought forward.....	\$26,455 00	\$26,375 00
Maintenance—		
General Lighthouses .....	2,500	3,000
Guiding Marks in Harbors on Treaty Coast (see report)...	250	250
For General Repairs and up-keep of the Service as per Special Report.....	4,715	3,675
Contingencies—		
Telegrams, Printing and Advertising, Stationery.....	300	300
	<u>\$34,220 00</u>	<u>\$33,600 00</u>
<i>Blockhouse.</i>		
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, \$22,720.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
Surveys— Petty Surveys .....	\$1,500 00	\$1,500 00
Preservation of Sheep— Amount required for destroying dogs, cost of Proclamations .....	120	120
Supplies — Supplies for Surveyors.....	8,000	8,000
Mineral and other Assays .....	.....	600
Expenses under Forest Fires Act and Timber inspection..	.....	1,500
Board of Agriculture.....	4,000	4,000
Exploration of Coal Areas.....	10,000	7,000
Total.....	\$23,620 00	\$22,720 00

*XI. Marine and Fisheries.*

AMOUNT TO BE VOTED, \$62,240.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>General.</i>		
Protection, &c.—		
Salaries.....	\$5,000 00	\$5,000 00
Requirements Dildo and other Hatcheries.....	1,250	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	300
“ “ “ of Fishery Expert.....		300
Public Wharves—		
Public Wharves, repairs, keepers, rent and lights.....	800	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.....	8,000	8,000
	\$42,940 00	\$43,240 00
<i>Home Industries.</i>		
Shipbuilding—		
Bounty on Ships built.....	\$4,000 00	\$4,000 00
Marine Works .....	15,000 00	15,000 00
	\$61,940 00	\$62,240 00

*XI. Roads, Bridges, Ferries and Railways.*

AMOUNT TO BE VOTED, \$174,187.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Roads.</i>			
Local, viz.:—			
District of St. Parbe .....		\$2,533 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.....		2,322	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)	\$702 00	\$702 00
Lighting St. John's Streets and half cost of Southside, \$250.....	(d)	\$8,250 00	\$8,250 00
Total Roads.....		\$160,222 00	\$160,222 00
Ferries .....	(e)	\$9,682 00	\$9,715 00
Railways .....	(f)	\$4,250 00	\$4,250 00
Total .....		\$174,154 00	\$174,187 00
<i>Total for Summary.</i>			
A.—Roads .....		\$160,222 00	\$160,222 00
Ferries .....		9,682	9,715
Railways .....		4,250	4,250
Total .....		\$174,154 00	\$174,187 00

## XI. Roads, Bridges, Ferries, &amp;c. (continued.)

## DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required,	Estimate 1905—1906.	Estimate 1906—1907.
(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
Exploit's 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 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
Filton 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 Bay.....	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 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).

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(a) Main Roads (continued).</i>		
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 Read 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 Mile Post.....	150	150
Roach's Pond, Cupids.....	250	250
Goulds and on Long Harbor Road .....	150	150
Goulds and on Turkwat 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 1905—1906.	Estimate 1906—1907.
<i>(a) Main Roads (concluded).</i>		
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 Renewes.....	1,200	1,200
City Limits to Goulds.....	500	500
Trepassey to Renewes.....	1,000	1,000
Holyrood to Half Way House .....	500	500
Placentia to Hurley's Bridge.....	350	350
Hurley's Bridge to Salmonier .....	150	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.....	3,000	3,000
Baine Harbor to Bay L'Argent, Baine Harbor End.....	425	425
Baine Harbor.....	150	150
Fortune Bay Roads .....	2,740	2,740
Burgeo 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 coddition .....	20	20
<b>Total.....</b>	<b>\$63,580 00</b>	<b>\$63,580 00</b>
<i>(b) Construction and repairs to Roads.....</i>	<i>\$20,000 00</i>	<i>\$20,000 00</i>
<i>(c) Salaries.</i>		
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, Renewes—Trepassey.....	40	40
Keeping Half-way House, New Harbor—Burin .....	20	20
	<b>\$702 00</b>	<b>\$702 00</b>
<i>(d) Lighting St. John's Streets.</i>		
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
	<b>\$8,250 00</b>	<b>\$8,250 00</b>

*XI. Roads, Bridges, Ferries, &c. (continued).*

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(e) Ferries.</i>		
Norris' Point to Curzon Village and Woody Point.....	\$12 00	\$12 00
Wild Cove to Bear Cove, White Bay.....	160	160
Gillard's Cove to Tizzard's Harbor.....	70	70
Little Bay to Three Arms.....	110	110
Jones' Cove or Main Tickle to Merrell's Harbor.....	20	20
Across Fortune Harbor.....	120	120
Castor River.....	40	40
Loo Cove.....	60	60
Herring Neck to Green's Harbor.....	60	60
Herring Neck to Starve Harbor.....	60	60
Gander Bay.....	120	120
Ragged Harbor N. to Ragged Harbor S., or Musgrave Harbor	80	80
Rock Bay, Fogo.....	80	80
Deadman's Bay Pond to Deadman's Bay Pond South, or Dead-		
man's Bay to Ragged Harbor.....	80	80
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
Sinker'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, Knee's, 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.....	189	189
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	12
Aquaforte to Fermeuse.....	94	94
West Side to Trepassey.....	60	60
Holyrood to Peters' River.....	80	80
Peters' River.....	40	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 of East Side.....	60	60
Jersey Side to Placentia proper.....	230	230
Carried forward.....	\$5,031 00	\$5,040 00

## XI.—Roads, Bridges, Ferries, &amp;c. (concluded).

## DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
(e) <i>Ferries</i> (concluded).		
Brought forward.....	\$5,031 00	\$5,040 00
St. Kyran's.....	20	20
Clatice Cove.....	20	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 May, 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.....	120	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 Stroude Tickle.....	30	30
Barker's Tickle to Harding's Island.....		
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.....	80	80
Grand River, Codroy, South Side to North Side Gut.....	170	170
Flat Brook.....	40	40
Curling to Summerside.....	260	260
Incidentals, boat repairs, tackle, etc., ferry wharves and repairs	1,009	1,000
Total for Ferries.....	9,706 00	9,715 00
(f) <i>Railways</i> .		
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, \$370,267.10.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Summary.</i>		
Salaries—		
General Post Office and Money Order Office .....	\$5,750 00	\$6,600 00
St. John's Post Office .....	12,770	13,420
Travelling Post Offices .....	6,260	6,710
	\$24,780	\$26,730 00
Outport Postmasters.....	15,037 00	17,002 00
Labrador .....	746	886
Couriers.....	31,213 68	32,897 10
	\$71,776 68	\$77,515 10
Steam Subsidies—		
Ocean .....	31,014 00	31,014 00
Coastal .....	154,150	154,825
Railways .....	42,000	42,000
	\$298,940 68	\$305,352 10
Contingencies.....	10,722 00	14,675
Total Postal Votes .....	\$309,662 68	\$320,029 10
Telegraphs .....	38,704 00	50,238 00
Marconi Telegraphs.....	2,000	.....
Grand Total .....	\$350,366 68	\$370,267 10

*XII. Postal and Telegraph Department (continued).*

## DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>General Post Office.</i>		
Chief Clerk and Accountant .....	\$1,100 00	\$1,200 00
Assistant Accountant.....	700	800
Secretary to Postmaster General .....	600	650
Dead Letters and Stamp Clerk.....	500	550
Junior Clerk.....	.....	300
<i>Money Order Office.</i>		
Superintendent M. O. Office.....	1,100 00	1,200
First Clerk .....	750	800
Second Clerk.....	450	550
Third Clerk .....	550	550
	\$5,750 00	\$6,600 00
<i>Travelling Post Offices.</i>		
Placentia Railway .....	.....	450
Conception Bay Mail Clerk.....	\$450 00	450
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	500
Northern Coastal T. P. O.....	300	300
Western Coastal T. P. O.....	390	390
	\$6,260 00	\$6,710 00
<i>St. John's Post Office—Registration and Parcel Post Branch.</i>		
Superintendent .....	\$900 00	\$1,000 00
First Parcel Clerk .....	725	800
Second Parcel Clerk.....	450	450
Assistant Registration Clerk .....	350	400
Assistant Parcel Clerk.....	350	400
Assistant Parcel Clerk and Storekeeper.....	500	500
<i>Distribution Branch.</i>		
General Delivery Clerk.....	800	800
Clerk in Charge .....	725	800
Foreign Despatching Clerk .....	700	750
Assistant Despatching Clerk.....	700	750
Local Despatching Clerk .....	650	700
“ “ .....	600	650
Window Clerk .....	600	650
Newspaper Assorter.....	500	500
Carried forward.....	\$8,550 00	\$9,150 00

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Distribution Branch (concluded).</i>		
Brought forward.....	\$8,550 00	\$9,150 00
General Assorter.....	450	500
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
	\$12,770 00	\$13,420 00
<i>Outport Salaries.</i>		
Admiral's Cove.....		\$10
Adams' Cove.....	\$30 00	30
Amherst Cove.....	10	15
Anderson's Cove.....	10	15
Argentia.....	50	50
Arnold's Cove.....	15	24
Aquaforte.....	40	40
Avondale.....	80	80
Baie Verte.....	50	50
Baine Harbor.....	24	24
Balena.....	10	15
Bank Head.....		15
Bareneed.....	20	30
Baron's Island.....	20	30
Barred Island.....	10	15
Bartlett's Harbor.....	10	15
Bauline.....	10	15
Bay Bulls.....	120	120
Bay-de-Spoir.....	10	15
Bay-de-Verde.....	36	36
Bay-du-Nord, F.B.....	10	15
Bay-du-Nord, H.B.....	10	15
Bay L'Argent.....	30	30
Bay of Islands.....	100	100
Bay Roberts.....	240	240
Beau Bois.....	16	20
Belle Isle.....	100	100
Bellevue.....	10	15
Belleoram.....	60	60
Benoit's Cove.....	10	15
Benton.....	10	
Birchy Cove, N. D. Bay.....	10	15
Birchy Head.....	10	15
Bishop's Cove.....	12	18
Bishop's Falls.....	10	15
Blackhead.....	60	60
Black Island.....	10	15
Carried forward.....	\$1,263 00	\$1,392 00

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$1,263 00	\$1,392 00
Black River.....	20	30
Blaketown.....	10	15
Bonaventure.....	15	24
Bonavista.....	220	220
Bonne Bay.....	90	90
Boot Harbor.....	10	20
Boxey.....	10	15
Boyd's Cove.....	30	30
Branch.....	20	30
Brent's Cove.....	10	15
Brewley.....	10	15
Brigus.....	150	.....
Brigus Cross Roads.....	15	24
Brigus Gullies.....	30	30
Brigus South.....	15	20
Brig Bay.....	10	15
British Harbor.....	10	15
Broad Cove, Bay-de-Verde.....	40	40
Broad Cove, Bonavista.....	10	15
Broad Cove, Renewes.....	15	24
Brooklyn.....	40	40
Brunette.....	10	15
Bunyan's Cove.....	10	15
Burgeo.....	100	100
Burgeo, Placentia Bay.....	10	15
Burin.....	160	160
Burin Bay Arm.....	10	15
Burin North.....	60	60
Burgoyne's Cove.....	20	30
Burnt Islands, Bonavista.....	10	15
Burnt Islands, Burgeo & LaPoile.....	16	24
Burnt Point.....	16	24
Burying Place.....	10	15
Campbelton.....	20	30
Cape Broyle.....	50	50
Cape Freels.....	10	15
Cape LaHune.....	12	18
Cape Norman.....	10	15
Cartyville.....	20	30
Cape Ray.....	15	24
Caplin Bay.....	25	35
Caplin Cove.....	10	15
Carbonear.....	400	500
Carbonear Assistant.....	250	250
Catalina.....	80	80
Cat Harbor.....	12	15
Cat's Cove.....	15	24
Chance Cove.....	15	24
Change Island.....	40	40
Channel.....	200	200
Chapel Arm.....	.....	14
Chapel's Cove.....	20	30
Charlottetown.....	15	24
Clam Bank Cove.....	10	10
Clareville.....	30	.....
Carried forward.....	\$3,734 00	\$4,050 00

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$3,734 00	\$4,050 00
Clarenville South.....	20	30
Clarke's Beach.....	75	100
Coachman's Cove.....	16	30
Codroy .....	30	30
Coley's Point.....	20	30
Colinet .....	10	15
Collier's .....	15	20
Collier's Central .....	15	24
Collier's Bay Cove.....	10	15
Come By Chance, P. B.....	.....	10
Comfort Cove.....	20	30
Conception Harbor.....	60	60
Conche.....	30	30
Connaigre .....	10	15
Coomb's Cove.....	10	15
Corner Brook.....	20	30
Cottell's Island.....	.....	20
Cow Head.....	15	24
Crabb's Brook.....	15	24
Creek .....	10	15
Cul-de-Sac, West.....	10	15
Current Island.....	12	15
Cuslett .....	10	15
Daniel's Cove.....	10	15
Daniel's Harbor.....	10	15
Daniel's Point.....	5	8
Dark Tickle.....	10	15
Deer Harbor.....	10	15
Deer Island.....	10	15
Deer Lake.....	16	24
Dildo.....	25	25
Dunville .....	20	30
Dog Bay.....	15	24
Doyle's Station.....	20	30
Elliott's Cove.....	30	30
Elliston .....	24	24
Englee .....	15	24
English Harbor, Trinity.....	15	24
English Harbor, West.....	20	30
Epworth .....	30	30
Exploits .....	90	90
Fair Islands.....	15	20
Famish Cove.....	10	15
Farmer's Arm.....	15	24
Fermeuse, North.....	24	24
Fermeuse, Riverhead.....	80	80
Fermeuse, South.....	15	15
Ferryland .....	140	140
Flat Islands, Bonavista.....	15	24
Flat Islands, Burin.....	25	25
Flat Rock.....	15	24
Flower's Cove .....	34	34
Fogo .....	160	200
Fortune Harbor.....	30	30
Carried forward.....	\$5,120 00	\$5,785 00



## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$5,120 00	\$5,785 00
Foster's Point.....	10	15
Fox Cove, Burin.....	10	15
Fox Cove, Bonavista Bay.....	10	10
Fox Cove, Fortune Bay.....	10	15
Fox Harbor, Placentia Bay.....	20	20
Fox Harbor, Placentia Bay.....	10	15
Fox Island.....	10	15
Fox Roost.....	6	10
Francois.....	10	15
Fredericton.....	10	15
Freshwater.....	10	15
Freshwater Road.....	10	15
Gander Bay.....	20	.....
Gargamelle.....	10	15
Garnish.....	24	24
Gaskiers.....	10	15
Gaultois.....	20	30
Gaulton's Island.....	10	15
George's Brook.....	15	24
Georgetown.....	15	24
Glovertown.....	30	30
Goddenville.....	10	15
Goose Cove.....	10	15
Gooseberry Cove.....	15	24
Gooseberry Island.....	15	24
Grand Bank.....	80	80
Grand Beach.....	10	15
Grand Bruit.....	20	30
Grand River Gut.....	75	75
Grate's Cove.....	25	25
Gravel's, Port-au-Port.....	30	.....
Great Burin.....	40	40
Great Codroy.....	12	80
Great Harbor Deep.....	10	15
Great Jervois.....	10	15
Green's Harbor.....	15	24
Griquet.....	20	30
Groais Island.....	10	15
Grole.....	10	15
Goose Head.....	.....	20
Gull Island.....	.....	10
Harbor Le Cou.....	.....	10
Hant's Harbor.....	50	.....
Happy Adventure.....	10	15
Harbor Briton.....	200	200
Harbor Buffett.....	40	40
Harbor Grace.....	400	400
Harbor Grace.....	500	500
Harbor Grace.....	160	160
Harbor Main.....	50	.....
Harbor Mille.....	10	15
Haricot.....	10	15
Harry's Harbor.....	10	15
Hare Bay.....	10	15
Carried forward.....	\$7,257 00	\$8,089 00

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Outport Salaries.</i>		
Brought forward.....	\$7,257 00	\$8,089 00
Hatchet Cove.....	10	15
Hauling Point.....	10	15
Haystack.....	15	24
Head of Fortune Bay.....	10	.....
Heart's Content.....	200	200
Heart's Delight.....	15	24
Heart's Desire.....	10	15
Hermitage Cove.....	30	36
Hickman's Harbor.....	15	24
Highlands.....	15	24
Hodge's Cove.....	15	24
Holyrood.....	80	80
Holyrood, St. Mary's.....	20	30
Hopeall.....	10	15
Holyrood, South Side.....	.....	10
Indian Arm.....	15	24
Indian Harbor.....	10	15
Indian Islands.....	10	15
Ireland's Eye.....	10	15
Island Cove.....	24	24
Island Cove, Random.....	.....	10
Isle-aux-Morts.....	10	15
Jackson's Arm.....	10	15
Jackson's Cove.....	20	30
Jamestown.....	20	30
Jean de Bay.....	10	15
Jersey Harbor.....	10	15
Jersey Side.....	80	80
Job's Cove.....	15	24
Joe Batt's Arm.....	.....	15
John's Pond.....	10	15
Katchuse.....	10	15
Keels.....	10	15
Kilbride.....	10	15
Kelligrews.....	30	30
King's Cove.....	100	100
Ladle Cove.....	10	15
Lady Cove.....	15	24
Lally Cove.....	10	15
Lamaline.....	40	.....
LaManche.....	10	15
Lance Cove, Bell Isle.....	15	24
Lance Cove, Smith's Sound.....	10	15
Lance Cove, Trinity Bay South.....	15	24
LaPoile.....	16	40
LaPoile, Great Harbor.....	16	20
Lark Harbor.....	10	15
LaScie.....	15	24
Lawn.....	15	24
Laurencetown.....	15	24
Leading Ticks.....	30	30
Leading Ticks, West.....	10	15
Lear's Cove.....	10	15
Lee Bight.....	10	15
Lewisport.....	30	30
Little Bay.....	200	200
Carried forward.....	\$8,628 00	\$9,741 00

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$8,628 00	\$9,741 00
Little Bay, East.....	10	15
Little Bay, Hermitage Bay .....	10	15
Little Bay Islands.....	40	40
Little Bay West.....	10	15
Little Beaver Cove.....	10	15
Little Catalina.....	20	30
Little Codroy.....	20	.....
Little Fogo Islands.....	10	15
Little Harbor, Twillingate .....	15	24
Little Heart's Ease.....	15	24
Long Beach.....	15	24
Long Harbor .....	10	15
Loon Bay.....	10	15
Lord's Cove .....	10	15
Lower English Harbor .....	10	15
Lushe's Bight.....	10	15
Low Point.....	10	15
Lumbergrass.....	15	24
Main River.....	10	15
Mall Bay .....	10	15
Manuels .....	20	30
Marquise .....	15	24
Marystown .....	20	30
McCallum Bay.....	10	15
Merasheen.....	15	24
Middle Brook.....	15	24
Millertown .....	80	.....
Milltown, Bay D'Espoir.....	10	15
Millville.....	10	16
Mobile .....	20	30
Monkstown.....	10	15
Moreton's Harbor.....	30	50
Mose Ambrose.....	15	24
Mosquito, Carbonear.....	15	24
Mosquito, St. Mary's.....	15	24
Musgrave Harbor.....	40	40
Musgravetown.. ..	40	40
Mussell Pond, St. Mary's Bay.....	10	10
New Bay .....	20	30
New Bridge.....	10	10
New Harbor.....	30	30
Newman's Cove.....	10	15
New Perlican .....	30	.....
Newtown, Bonavista Bay.....	22	18
Newtown, Holyrood.....	.....	15
Norman's Cove .....	15	24
Norris Point.....	15	24
Northern Arm, Woodford's.. ..	40	40
Northern Arm, Exploits.....	15	24
Northern Bay .....	25	25
Northern Bight.....	28	28
North River .....	30	30
Northwest Arm.....	15	24
North Harbor, Placentia Bay.....	20	30
North Harbor.....	10	15
Northwest Point .....	10	15
Carried forward .. ..	\$9,633 00	\$10,914 00

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$9,633 00	\$10,934 00
Ochre Pit Cove .....	16	24
Oderin .....	24	24
Offer Wadham Islands .....	6	10
Old Perlican.....	60	60
Openhall .....	50	50
Paradise.....	24	24
Parson's Pond.....	10	15
Pass Island.....	10	15
Patrick's Cove.....	10	15
New Melbourne.....	.....	24
Notre Dame Junction .....	.....	24
North West Brook.....	.....	10
Pacquet .....	.....	10
Peckford's.....	5	8
Peter's River .....	10	15
Petites .....	10	15
Petit Fort .....	10	15
Petty Harbor.....	35	35
Pinchard's Island.....	30	30
Pike's Arm.....	10	15
Perry's Cove .....	16	24
Placentia .....	250	250
Placentia.....	50	50
Placentia, S.E .....	20	30
Plate Cove.....	15	24
Plate Cove West.....	10	15
Point Enragee .....	10	15
Point Lance .....	10	15
Point Verde .....	15	24
Point Lemington .....	20	30
Pool's Cove.....	10	15
Pool's Island .....	60	60
Port-au-Port.....	.....	30
Port-de-Grave.....	50	50
Port Saunders .....	10	15
Port-au-Bras.....	.....	15
Portugal Cove.....	30	30
Portugal Cove, Trepassey.....	20	30
Pouch Cove .....	50	50
Presque .....	20	30
Pushthrough .....	35	50
Quarry .....	15	.....
Queen's Cove.....	6	10
Queenstown .....	10	.....
Quirpon.....	5	8
Ragged Harbor .....	10	15
Rameo .....	20	40
Ram's Island .....	10	15
Rantem .....	10	15
Rattling Brook .....	10	15
Red Head Cove.....	20	30
Red Island .....	20	30
Rencontre, Fortune Bay.....	12	18
Rencontre, Hermitage Bay .....	12	24
Renews .....	60	60
Renews, South Side.....	30	30
Richard's Harbor.....	10	15
Carried forward.....	\$10,914 00	\$12,549 00

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$10,914 00	\$12,549 00
Riverhead, Harbor Grace .....	50	50
Riverhead, St. Mary's .....	20	30
Robinson's Head.....	30	30
Roberts' Arm.....	10	15
Rock Harbor, Burin.....	10	15
Rocky Harbor, Bonne Bay .....	10	15
Rose Blanche.....	70	70
Round Harbor, Hermitage Bay.....	10	15
Russell's Cove .....	15	.....
Safe Harbor.....	10	15
Salt Pond.....	10	15
Sagona .....	10	15
St. Ann's.....	10	15
Pound Cove .....	.....	10
Samson's Island.....	.....	10
Port-aux-Basques .....	.....	15
St. Anthony.....	24	30
St. Bride's .....	16	24
St. Brendan's .....	12	24
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	15
St. Jones Within .....	6	10
St. Jones Without .....	.....	10
St. Lawrence.....	60	60
St. Leonard's.....	15	24
St. Mary's.....	70	70
St. Michael's Harbor .....	10	15
St. Patrick's, N.D.B.....	10	25
St. Paul's .....	10	15
St. Shott's.....	10	15
Salmon Cove, Bay-de-Verde.....	10	15
Salmon Cove, Port-de-Grave.....	30	30
Salmon Cove, Trinity .....	10	15
Salmonier .....	30	30
Salvage.....	50	50
Salvage Bay.....	10	15
Sandy Point, St. George's.....	70	70
Sandy Point, Smith's Sound.....	15	24
Scilly Cove.....	20	30
Seal Cove, Bonavista.. ..	15	24
Seal Cove, Fortune.....	15	24
Seal Cove, Harbor Main.....	15	24
Seal Cove, Trinity.....	15	24
Seal Cove, White Bay.....	10	15
Seldom-Come-By .....	30	30
Ship Cove.....	20	30
Shambler's Cove.....	10	15
Carried forward.....	\$12,756 00	\$14,635 00

## XII.—Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$12,756 00	\$14,635 00
Ship Cove, Placentia Bay .....	10	15
Ship Harbor.....	10	15
Shearstown .....	10	15
Shoal Bay.....	10	15
Shoal Harbor.....	100	100
Shoe Cove.....	15	24
Snook's Arm .....	10	15
Snook's Harbor.....	10	15
Sopp's Arm.....	10	15
Sound Island .....	30	30
South Branch, Codroy .....	12	12
S.E. Bight, Paradise.....	10	15
Southside, Harbor Grace .....	100	100
South-West Arm, New Bay.....	15	24
Spaniard's Bay .....	140	.....
Spaniard's Bay, Riverhead.....	.....	30
Spanish Room.....	10	15
Springdale.....	20	30
Step-a-Side .....	10	15
Stephenville .....	30	30
Stock and Knight Coves.....	16	24
Stone's Cove.....	10	15
Summerside .....	10	15
Sunnyside .....	10	15
Sweet Bay.....	15	24
Sydney, C.B.....	50	50
Tack's Beach.....	15	24
Thoroughfare .....	10	15
Three Arms.....	10	15
Tickle Cove.....	12	80
Tilton .....	20	30
Tilton Harbor .....	20	30
Tizzard's Harbor.....	20	30
Toad's Cove .....	30	30
Topsail .....	30	30
Torbay .....	26	26
Trayton .....	10	15
Trepassey .....	50	50
Trinity .....	200	200
Trinity East.....	60	60
Trouty .....	10	15
Trout River.....	10	15
Froytown .....	15	24
Turk's Cove.....	15	24
Turk's Gut.....	10	15
Twillingate .....	300	300
Twillingate, South.....	20	30
Upper Ferry.....	15	24
Upper Gullies.....	30	30
Upper Small Point.....	10	15
Valen Island .....	20	30
Victoria Village.....	20	30
Ward's Harbor.....	10	15
Carried forward.....	\$14,427 00	\$16,510 00

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Outport Salaries (concluded).</i>		
Brought forward.....	\$14,427 00	\$16,510 00
Wellman's Cove .....	10	15
Western Arm, B.P.....	15	24
Western Bay .....	45	45
Western Cove, W.B.....	20	30
Western Point, LaPoile .....	10	15
Whitbourne .....	80	80
White Rocks .....	15	24
Wild Bight.....	18	18
Witless Bay .....	50	60
Wood's Island.....	15	24
Woody Island .....	10	15
York Harbor .....	10	15
New Offices and increases .....	312	112
Terenceville formerly Head of Fortune Bay.....	.....	15
Total Salaries, Outports .....	\$15,037 00	\$17,002 00
<i>(d) Salaries—Labrador.</i>		
Salaries--		
Mail Agent, Labrador, T.P.O.....	\$300 00	\$300 00
Batteau .....	4	6
Battle Harbor.....	20	20
Black Island .....	3	6
Black Tickle .....	4	6
Blanc Sablon ..	50	50
Bolster's Rock.....	4	6
Cape Charles .....	4	6
Cape Harrison.....	10	10
Cartwright .....	20	20
Chateau (in summer).....	4	6
Chateau (in winter).....	4	6
Chimney Tickle.....	4	6
Comfort Bight .....	4	10
Dead Island .....	5	6
Domino .....	12	12
Double Island .....	2	6
Emily Harbor .....	10	10
Fanny's Harbor .....	4	6
Fishing Ship's Harbor .....	4	6
Ford's Harbor.....	.....	10
Forteau .....	20	30
Francis Harbor.....	5	6
Frenchman's Island.....	.....	10
Grady.....	10	10
Hawk's Harbor.....	4	6
Henley.....	4	8
Holton .....	10	10
Hopedale.....	.....	20
Horse Harbor .....	10	10
Hack.....	2	6
Independent.....	2	6
Indian Harbor.....	10	10
Indian Tickle.....	12	12
Iron-bound Island .....	2	6
Lance-au-Loup .....	12	15
Carried forward .....	\$275 00	\$679 00

## XII. Postal and Telegraph Department (continued).

DETAIL (continued).!

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
(d) Salaries—Labrador (concluded.)		
Brought forward.....	\$575 00	\$679 00
Salaries—		
Long Tickle .....	6	6
Long Island .....	4	6
Macovick .....	2	6
Nain .....	.....	15
Pack's Harbor .....	6	6
Punch Bowl.....	8	8
Ragged Islands .....	2	6
Red Bay .....	8	8
Rigolet .....	.....	6
Seal Islands .....	2	6
Sandy Islands .....	4	6
Ship Harbor.....	4	6
Sloop Cove.....	3	6
Smokey Tickle .....	8	8
Snug Harbor .....	4	6
Spear Harbor.....	4	6
Spotted Islands (or Griffin's Hr.).....	.....	6
Square Islands.....	3	6
Turnavick East.....	4	6
Turnavick West .....	8	8
West St. Modest.....	4	8
White Bear Islands .....	6	9
Windsor's Harbor .....	4	6
New Offices.....	38	47
Total Salaries, Labrador.....	<u>\$707 00</u>	<u>\$886 00</u>
<i>Couriers—Salaries.</i>		
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	120
Bauline and Pouch Cove .....	20	20
Bay-de-Verde and Lower Island Cove.....	240	240
Bay L'Argent and Belleoram .....	676	676
Bay Roberts and Railway .....	90	130
Baie Verte and Tilt Cove.....	.....	465
Baie Verte and N. W. Arm.....	.....	170
Baie Verte and Coastal Steamer.....	.....	20
Bell Isle and Portugal Cove .....	210	210
Birchy Cove and Railway .....	36	48
Birchy Head and Woody Point.....	26	50
Black Island and Exploits.....	36	36
Blaketown and Railway.....	20	20
Bona and Presque .....	.....	40
Bonavista and Elliston.....	60	60
Bonavista and Catalina.....	145	145
Bonavista and Little Catalina.....	30	30
Bonne Bay and Deer Lake .....	400	450
Bonne Bay and Cow Head .....	180	180
Bonne Bay and Gargamelle (Ferries) .....	10	10
Carried forward.....	<u>\$2,875 20</u>	<u>\$3,716 20</u>



## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required,	Estimate 1905—1906.	Estimate 1906—1907.
<i>Couriers Salaries (continued).</i>		
Brought forward.....	\$2,875 20	\$3,716 20
Bonne Bay and Norris' Point.....	52	52
Botwoodville and Northern Arm.....	35	52
Botwoodville and Railway.....	156	226
Brigus and Railway.....	240	240
Brigus Cross Roads and Railway.....	20	20
Brigus and Turk's Gut.....	40	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.....	260	260
Bryant's Cove and Harbor Grace.....	30	30
Burgeo and Pushthrough.....	900	
Burgoyne's Cove and Britannia Cove... ..	10	10
Burnt Head and Cupids.....	50	50
Burnt Islands and Fair Islands.....	26	32
Campbellton and Comfort Cove and Birchy Bay.....	210	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	125
Charlottetown and Railway.....	45	61 25
Clareville and Hickman's Harbor.....	220	220
Coachman's Cove and N.W. Arm.....	170	170
Codroy and Railway.....	403	403
Coley's Point and Bay Roberts.....	66	66
Colinet, John's Pond and Whitbourne.....	187 20	187 20
Coller's Bay Cove and Railway.....	65	650
Come-by-Chance and Bay Bulis Arm.....	80	80
Conn River and Gaultois.....	100	208
Cottle's Island and Moreton's Harbor.....		52
Coombs Cove and Belleoram.....	80	80
Coombs 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	40
Dildo and Norman's Cove.....	50	50
Deer Lake Section.....		10
Dunville and Railway.....	60	60
Elliott's Cove and Apsey Cove.....	50	30
Englee and Great Harbor Deep.....	100	100
Epworth and Ship Cove, Burin.....	10	10
Exploits and Norris' Arm.....	221	221
Englee and Roddicktown.....		70
Exploits, Northern Harbor and Twillingate.....	76 50	144
Famish Cove and Railway.....	25	40
Farmer's Arm and Boyd's Cove.....	36	36
Farmer's Arm and Moreton's Harbor.....	100	103
Fermeuse South and Renews.....	15	15
Carried forward.....	\$8,846 10	\$9,820 65

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Couriers—Salaries (continued).</i>		
Brought forward.....	\$8,846 10	\$9,820 65
Flat Islands and Salvage .....	50	60
Flower's Cove and N. W. Point.....	100	120
Fogo and Little Beaver Cove .....	340	340
Fogo and Seldom-Come-By.....	25	30
Fogo and Tilton Harbor.....	40	40
Fogo and Twillingate .....	.....	8
Fox Harbor, Random and Railway .....	300	309
Fox Harbor, Placentia and Railway.....	50	50
Freshwater and Carbonear .....	62 40	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	447 50
Gargamelle and Daniel's Harbor.....	102	136
Gargamelle and Flower's Cove.....	187	187 00
Gargamelle and Port Saunders.....	35	35
Garnish and Belleoram.....	300	300
Garnish and Burin .....	200	200
Gaultois and Hermitage .....	120	120
Gaulton's Island and Tack's Beach.....	40	40
Glovertown .....	10	10
Goose Cove and St. Anthony .....	68	68
Gooseberry Island and Railway.....	68	76
Grand Bruit and LaPoile.....	102	102
Grates Cove and Old Perlican.....	50	101 40
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
Great Jervis and Pushthrough.....	.....	30
Greenspond and Gambo.....	360	360
Greenspond and Newtown.....	102	102
Griguet and Cape Norman.....	100	100
Griguet and Flower's Cove .....	110	110
Groais Island, Conche.....	80	80
Hant's Harbor and Lance Cove .....	56	56
Harbor Breton and Hermitage.....	104	104
Harbor Grace, Brigus and Heart's Content.....	50	50
Harbor Grace and Railway.....	300	320
Harbor Main and Woodford's .....	175	175
Hare Bay and Middle Brook.....	.....	35
Haricot 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 .....	50	50
Herring Neck and Twillingate and Labrador.....	34	7
Indian Islands and Seldom-Come-By.....	250	34
Irelands Eye and Lance Cove .....	.....	250
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	20
King's Cove and Bonavista.....	100	100
King's Cove and Bonavista .....	.....	20
King's Cove and Plate Cove .....	148	148
Carried forward.....	\$15,232 80	\$16,453 25

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907. <span style="float: right;">B</span>
<i>Couriers—Salaries</i> (continued).		
Brought forward.....	\$15,232 80	\$16,453 25
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
LaManche 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 Tickles and Point Pleasant.....	66	66
Leading Tickles and Seal Bay, Lock's Harbor.....	88	88
Lee Bight and Northera 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	102
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 Campbelltown now includes Birchy Bay.....	39	39
Lower Island Cove and Western Bay.....	70	140
Low Point and Caplin Cove.....	425	425
Mall Bay and Riverhead St. Mary's.....	30	40
Manuels and Railway.....	40	40
Marystown, Spanish Room and Jean de Bay.....	10	10
Middle Brook and Gambo.....	40	40
Millertown and Millertown Junction.....	17 50	17 50
Monkstown and Burgeo, P.B.....	204	.....
Mosquito and Harbor Grace.....	40	40
Mosquito and St. Joseph's.....	20	20
Musgrave Harbor and Cat Harbor.....	50	50
Musgrave Harbor and Gander Bay.....	104	104
Musgravetown and Brooklyn.....	110 50	110 50
New Harbor and Shoal Bay.....	60	60
Newman's Cove and Railway.....	259 60	259 60
North-West Point and Englee.....	80 08	80
Old Perlican and Lower Island Cove.....	120	120
Outer Cove and St. John's.....	250	250
Parsons Pond and Cow Head.....	.....	80 00
Pass Island and Grole.....	36	36
Petty Harbor and Goulds.....	28 80	28 80
Pilley's Island and Springdale.....	88	88
Patrick's Cove and Branch.....	119	119
Placentia and Patrick's Cove.....	300	300
Placentia and S.E. Arm.....	380	380
Placentia and Railway.....	40	40
Placentia and Point Verde.....	200	200
Plate Cove West and Plate Cove.....	25	25
Point Lance and Cape St. Mary's.....	.....	10
Point Limington, Fortune Harbor and Leading Tickles.....	40	40
Pool's Island, Newtown and Brookfield.....	292	292
Port-de-Grave and Clarke's Beach.....	42	42
Pushthrough and Bay-du-Nord.....	110	110
	450	450
Carried forward.....	\$21,513 68	\$21,734 05

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued.)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Couriers—Salaries (concluded.)</i>		
Brought forward.....	\$21,513 68	\$21,734 05
Quirpon and Griguet .....	10	10
Ragged Harbor and Catalina.....	28	28
Rigolet, N. W. River and Macovic .....	30	45
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	140
St. Bride's and Cape St. Mary's.....	20	20
St. George's and Railway .....	160	160
St. Jacques and Coomb's Cove.....	80	80
St. John's and Broad Cove .....	200	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.....	1,990	1,190
St. Jones, Long Cove and Hatchet Cove .....	15	15
St. Jones without and Gooseberry Cove. ....	.....	67 30
St. Kyran's and St. Leonard's .....	52	52
St. Joseph's and Holyrood.....	600	600
St. Joseph's and St. Mary's.....	200	300
St. Mary's and Peter's River.....	100	100
St. Shott's and Trepassey.....	40	40
Salt Pond, Scissor's Cove and Lewisport.....	130	130
Salvage and Railway and Railway and Salvage Bay.....	180	208
Ship Cove and Trinity East.....	30	30
Ships Harbor and Fox Harbor .....	50	50
Shearstown and Bay Roberts.....	30	39
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	80
Shambler's Cove and Greenspond.....	.....	20
Samson's Island and Exploits.....	.....	52
Springdale, Railway, Little Bay, Jackson's Cove, S.W. Arm and Tilt Cove.....	1,156	1,156
Stock Cove and King's Cove.....	.....	10
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.....	40	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 .....	374	391
Trinity East and English Harbor .....	50	50
Trinity East and Trinity .....	40	40
Trout River and Bonne Bay .....	40	40
Carried forward.....	\$29,840 08	\$31,434 75

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Couriers—Salaries (concluded).</i>		
Brought forward.....	\$29,840 08	\$31,434 75
Troytown and Pilley's Island.....	56	63 75
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	80
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.....	102	102
Wild Bight and Little Bay.....	41 60	41 60
New Routes and increases.....	700	400
Richard's Harbor and Balena Rencontre, New Harbor and Francois } Cape LaHune and Cul-de-Sac }		300
Total.....	\$31,213 00	\$32,897 10
<i>Steam Subsidies.</i>		
Ocean :—		
Allan Line.....	\$9,734 00	\$9,734 00
Sydney and Port-aux-Basques Service.....	20,280	20,280
Occasional Service.....	1,000	1,000
Coastal :—		
Bonavista Bay.....	9,100	9,100
Channel and St. John's.....	13,000	13,000
Fogo District.....	4,000	4,375
Labrador.....	18,000	18,000
Hamilton Inlet.....		300
North East Coast.....	33,250	33,250
South and West Coast.....	36,000	36,000
Notre Dame Bay.....	9,100	9,100
Placentia Bay.....	13,000	13,000
Straits of Belle Isle.....	9,600	9,600
Trinity Bay.....	9,100	9,100
Railway.....	42,000	42,000
Total.....	\$227,164 00	\$227,839 00
Distribution :—		
Ocean.....	\$31,014 00	\$31,014 00
Coastal.....	154,150	154,825
Railways.....	42,000	42,000
Total.....	\$227,164 00	\$227,839
<i>Miscellaneous—Contingencies.</i>		
Rents.....	\$500 00	500
Board and Travelling Expenses.....	1,750	2,785
Manufacture of Stamps.....	900	1,500
Carried forward.....	\$3,150 00	\$4,785 00

*XII. Postal and Telegraph Department (continued).*

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Miscellaneous—Contingencies (concluded).</i>		
Brought forward.....	\$3,150 00	\$4,785 00
Stationery .....	500	500
Stores .....	1,300	1,300
Uniforms.....	600	1,700
Mail Bags .....	700	900
Telephones and Telegrams.....	300	300
Sundries .....	1,800	1,800
Taxes .....	104	104
Year Book .....	268	286
Printing and Advertising .....	2,000	3,000
Total.....	<u>\$10,722 00</u>	<u>\$14,675</u>
<i>Telegraph Branch—Summary.</i>		
Salaries :—		
Central Staff.....	\$6,452 00	\$10,002 00
Operators .....	19,158	24,358
Repairers .....	5,094	7,878
	<u>\$30,704 00</u>	<u>\$42,238 00</u>
Contingencies .....	8,000	8,000
Cost Marconi Service.....	2,000	.....
	<u>\$40,704 00</u>	<u>\$50,238 00</u>

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Telegraph Department.</i>		
Central Staff, St. John's :—		
Superintendent .....	\$1,000 00	\$1,200 00
Clerk in Charge.....	900	900
Check Clerk.....	600	700
Assistant Check Clerk.....		700
Operator .....	720	720
Operators, 3 at \$600 .....		1,800
Operators, 2 at \$400 .....		800
Clerks, 3 at \$400.....		1,200
Delivery Clerk.....		350
Line Man.....	432	432
Office Tender .....	120	120
“ .....	120	120
Messengers, 8 at \$120.....		960
	\$3,892 00	\$10,002 00
Operators :—		
Avondale.....	120	120
Badger .....		360
Baie Verte.....	150	150
Baine Harbor.....	120	120
Bay-de-Verde.....	100	100
Bay L'Argent.....	150	150
Bay Roberts .....	300	300
Beaverton .....	568	568
Belleoram .....	240	240
Birchy Cove .....	400	520
Bonavista.....	240	240
Bonne Bay .....	420	420
Botwoodville .....	240	240
Brigus.....		200
Brigus Junction.....	600	600
Brich.....		120
Britannia Cove .....	200	200
Burn .....	240	240
Cape Race.....	150	150
Channel.....	200	200
Crooks .....		400
Carbonear .....	360	360
Catalina .....	120	120
Change Islands .....	150	150
Clarenville .....	360	400
Come-By-Chance .....	400	400
Conception Harbor.....	120	120
Fogo .....	240	240
Fortune .....	200	200
Gambo .....	400	400
Gander Bay.....	150	200
Glenwood .....	400	400
Grand Bank .....	150	150
Grand Lake .....	400	400
Grand River.....	120	120
Gaff Topsails.....		360
Grand Falls .....		360
Greenspond .....	240	240
Hant's Harbor.....		100
Carried forward.....	\$8,248 00	\$10,358 00

## XII. Postal and Telegraph Department (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Telegraph Department (continued).</i>		
Brought forward.....	\$8,248 00	\$10,358 00
Operators:—		
Harbor Breton.....	360	360
Harbor Grace.....	400	400
“ “ Messenger .....	.....	120
Harbor Main.....	120	170
Heart's Content.....	.....	120
Hermitage.....	.....	150
Herring Neck.....	200	240
Holyrood.....	400	400
Humbermouth.....	180	180
King's Cove .....	200	200
King's Point.....	470	400
Lark Harbor .....	.....	150
Lamaline .....	150	190
Lewisport .....	360	360
Little Bay.....	400	400
Little River .....	400	400
Long Harbor Beach.....	240	240
Lower Island Cove.....	150	150
Manuels .....	120	120
Millertown Junction .....	360	360
Musgrave Harbor .....	120	120
New Perlican.....	40	100
Newtown.....	120	120
Nipper's Harbor.....	150	150
Norris' Arm .....	420	420
North-West Arm .....	240	360
Old Perlican.....	100	100
Pilley's Island.....	460	460
Placentia .....	.....	120
Port Blandford.....	400	400
Port-aux-Basques .....	.....	2,160
Port-au-Port .....	120	120
Riverhead, St. Mary's .....	360	150
St. Bride's.....	.....	120
St. George's .....	240	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.....	.....	60
Sound Island .....	200	200
Stephenville .....	.....	120
Stephenville Crossing.....	270	270
Spaniard's Bay .....	.....	200
Terrenceville .....	240	360
Tilt Cove.....	500	500
Trinity .....	240	240
Twillingate .....	150	150
Wesleyville.....	170	170
Western Bay .....	150	150
Whitbourne.....	500	120
	\$19,158 00	\$24,358 00



## XII. Postal and Telegraph Department (concluded).

## DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>Telegraph Department (continued).</i>		
Repairers:—		
Beaverton .....	\$336 00	\$336 00
Birchy Cove .....	336	336
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 .....	336	336
St. George's .....	336	336
South West Arm .....	336	336
South West Arm .....	336	336
Terrenceville .....	336	336
Trinity .....	240	336
Whitbourne .....	336	336
Badger		
Crabbs		
Gambo Branch		
Gaff Topsails		
Glenwood		
Port-au-Basq'es		
Port Blandford		
St. John's		
} 8 at \$336 .....	.....	2,688
	\$5,094 00	\$7,878 00
Contingencies:—		
Repairs .....	\$2,900 00	\$2,900 00
Coals .....	1,200	1,200
Rents .....	500	500
Stores .....	500	500
Stationery .....	400	400
Traveling .....	300	300
Relief Duty .....	250	250
Office and Line Allowance .....	.....	.....
Cleaning and Oil .....	1,650	1,350
Sundries Furniture .....	600	600
	\$8,000 00	\$8,000 00
Cost of operating Marconi System, Labrador .....	\$2,000 00	.....

*XIII. Customs.*

AMOUNT TO BE VOTED, \$131,631.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1905—1906.	Estimate 1906—1907.
<i>St. John's.</i>			
Salaries .....	(a)	\$22,184 00	\$22,534 00
Tidewaiters and Boatmen.....	(b)	19,583 12	20,340 00
Contingencies .....	(c)	7,585 00	7,585 00
<i>Outports.</i>			
Sub-Collectors.....	(d)	25,353 00	27,679 00
Tidewaiters and Boatmen.....	(e)	12,603 00	13,758 00
Boats and Boat-hire .....	(f)	490 00	490 00
Office and Office Rent .....	(g)	1,155 00	1,055 00
Percentage on Duties .....	(h)	11,000 00	11,000 00
Contingencies .....	(i)	3,100 00	3,100 00
<i>Revenue Protection Service.</i>			
South West Coast .....	(j)	5,590 00	5,590 00
Labrador .....	(k)	700 00	700 00
Miscellaneous .....	(l)	.....	17,800 00
		\$109,343 12	\$131,631 00

## XIII. Customs (continued).

## DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(a) Salaries.</i>		
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	750
Fifth Clerk.....	600	600
First Landing Waiter.....	800	800
Second Landing Waiter .....	700	750
Railway Manifest Clerk .....	700	750
Landing Surveyor .....	1,100	1,100
Tide Surveyor .....	900	900
Clerk to Landing Surveyor .....	500	600
Chief Statistical Clerk.....	1,100	1,100
First Statistical Clerk.....	1,000	1,000
Second Statistical Clerk .....	600	650
Inspector of Customs.....	1,000	1,000
Inspector Preventive Service.....	1,000	1,000
Outport Examining Officer .....	600	650
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
First Assistant Locker.....	600	600
Second Assistant Locker.....	400	600
Third Assistant Locker.....	600	400
First Messenger.....	390	390
Second Messenger.....	390	390
Night Watchman .....	360	360
Housekeeper .....	240	240
Caretaker Tide-Waiter's Room .....	104	104
	\$22,184 00	\$22,534 00
<i>(b) Gaugers, Tide-Waiters and Boatmen.</i>		
St. John's :—		
Customs Detective .....	\$600 00	\$600 00
Two Gaugers at \$500 each.....	983 12	1,000
Ten Sufferance Warehouse Keepers at \$500 each .....	5,000	5,000
Eighteen Tide-Waiters at \$390 each .....	6,240	7,020
Supernumerary Tide-Waiters.....	2,000	2,000
Two Coxwains of Boats, night cox., \$480, day cox., \$460.....	860	940
Nine Boatmen at \$420 each .....	3,900	3,780
	\$19,583 12	\$20,340 00
<i>(c) Contingencies.</i>		
St. John's :—		
Printing, Stationery, etc.....	\$2,900 00	\$2,900 00
Fuel and Light .....	300	300
Travelling Expenses, Inspector .....	400	400
“ “ Other Officials .....	400	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
	\$7,585 00	\$7,585 00

## XIII. Customs (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(d) Sub-Collectors.</i>		
Outports :—		
Bay Bulls, with 20 per cent. on duties.....	\$231 00	\$300 00
Bay of Islands, with 2½ per cent. on duties, not to exceed \$650.....	360	360
Bay Roberts, with 10 per cent. on duties, not to exceed \$600	230	230
Baie Verte, with 10 per cent. on duties, not to exceed \$500..	400	400
Belleoram, with 10 per cent. on duties .....	360	360
Bell Island .....	700	700
Blanc Sablon, with 10 per cent. on duties, not to exceed \$500	300	300
Bonavista, with 2½ per cent. on duties, not to exceed \$650...	300	550
Bonne Bay, with 2½ per cent. on duties, not to exceed \$1,000	540	540
Botwoodville, with 10 per cent. on duties, not to exceed \$750	200	550
Brigus, with 2½ per cent. on duties.....	500	500
Britannia Cove, with 10 per cent. on duties, not to exceed \$500.....	200	300
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, with 2½ per cent. on duties, not to exceed \$900...	621	621
Catalina, with 10 per cent. on duties, not to exceed \$500.....	231	300
Channel, with 10 per cent. on duties, not to exceed \$650.....	300	360
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	330
Flower's Cove, with 2½ per cent. on duties.. ..	360	360
Fogo, with 2½ per cent. on duties, not to exceed \$750.....	621	621
Fortune, with 10 per cent. on duties .....	250	300
Gambo .....	550	550
Garnish, with 20 per cent. on duties, not to exceed \$500.....	390	390
Gaultois and Hermitage, with 2½ per cent. on duties, not to exceed \$500 .....	400	400
Grand Bank, with 2½ per cent. on duties, not to exceed \$500	300	300
Grand Falls and Millertown, with 2½ per cent. on duties, not to exceed \$600.....	500	500
Glenwood, with 10 per cent. on duties, not to exceed \$600...	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, with 2½ per cent. on duties, not to exceed \$500.....	400	400
Harbor Grace, with 2½ per cent. on duties, not to exceed \$1,000 .....	666	666
Harbor Main, with 10 per cent. on duties.....	126	126
Heart's Content, with 20 per cent. on duties, not to exceed \$500.....	100	150
Herring Neck, with 10 per cent. on duties.....	50	50
Holyrood, with 10 per cent. on duties.....	100	100
Humbermouth, with 5 per cent. on duties, not to exceed \$650.....	.....	550
King's Cove, with 10 per cent. on duties, not to exceed \$600	231	231
Labrador, with 10 per cent. on duties, not to exceed \$800....	600	600
Lamaline, with 2½ per cent. on duties, not to exceed \$600....	495	495
LaPoile, with 2½ per cent. on duties, not to exceed \$600.....	300	300
Lark Harbor, with 10 per cent. on duties, not to exceed \$600	400	400
LaScie, with 10 per cent. on duties, not to exceed \$600.....	180	180
Lewisporte, with 5 per cent. on duties, not to exceed \$750...	500	500
Little Placentia, with 10 per cent. on duties, not to exceed \$600.....	231	231
Carried forward.....	\$15,687 00	\$17,334 00

## XIII. Customs (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
(d) <i>Sub-Collectors</i> (continued).		
Brought forward.....	\$15,687 00	\$17,334 00
Outports :--		
Little River, Codroy, with 20 per cent. on duties, not to exceed \$300.....	80	80
Mary's Town, with 7½ per cent. on duties, not to exceed \$650.....	.....	550
Nipper's Harbor, with 20 per cent. on duties, not to exceed \$300.....	80	80
Norris' Arm.....	150	150
Oderin, with 2½ per cent. on duties, not to exceed \$500.....	411	411
Pilley's Island, with 10 per cent. on duties, not to exceed \$750.....	400	400
Placentia, with 10 per cent. on duties, not to exceed \$700.....	450	450
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	500
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 cent. on duties, not to exceed \$800.....	600	600
Salmonier, with 10 per cent. 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.....	350	360
St. George's, with 10 per cent. on duties, not to exceed \$600.....	250	250
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	300
St. Mary's, with 10 per cent. on duties, not to exceed \$500.....	231	231
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, not to exceed \$750.....	621	621
Western Bay, with 10 per cent on duties.....	20	20
Whitbourne, with 10 per cent. on duties, not to exceed \$200.....	50	50
Wood's Island, with 10 per cent. on duties, not to exceed \$500.....	400	400
	<u>\$25,353 00</u>	<u>\$27,679 00</u>
(e) <i>Gaugers, Tide-waiters and Boatmen.</i>		
Outports—		
Bay of Islands, two men at \$390.....	\$750 00	\$780 00
Bell Island, three men at \$390.....	1,080	1,170
Blanc Sablon, two men.....	320	320
Bonavista, one man.....	160	240
Bonne Bay, one man.....	360	390
Burgeo, one man.....	150	240
Burin, one man.....	390	390
Cape St. George, one man.....	240	300
Carbonear, two men at \$390.....	390	780
Change Islands, one man.....	.....	100
Fiona, S.S., one man.....	390	390
Fortune, one man.....	150	150
Carried forward.....	<u>\$4,380 00</u>	<u>\$5,250 00</u>

## XIII. Customs (continued).

## DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(e) Gaugers, Tide-waiters and Boatmen (concluded).</i>		
Brought forward.....	\$4,380 00	\$5,250 00
Outports—		
Grand Bank, one man.....	170	170
Greenspond, one man.....	150	150
Harbor Grace, one 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	100
Lamaline, one man.....	200	240
Lawn, one man.....	300	390
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 \$390.....	860	890
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
Wesleyville, one man.....		100
Outport Supernumeraries.....	3,000	3,000
	<u>\$12,603 00</u>	<u>\$13,758 00</u>
<i>(f) Boats and Boat Hire.</i>		
Boats and Boat Hire.....	\$490 00	\$490 00
<i>(g) Office and Office Rent.</i>		
Repairs to Offices and Furniture.....	\$85 00	\$85 00
Rent of Offices.....	670	670
To build Custom House, Port Saunders.....	400	200
To build Custom House, Blanc Sablon.....		100
	<u>\$1,155 00</u>	<u>\$1,055 00</u>
<i>(h) Percentage on Duties.</i>		
Estimated Amount.....	\$11,000 00	\$11,000 00
<i>(i) Contingencies.</i>		
Printing, Stationery, etc.....	\$400 00	400 00
Clothing.....	500	500
Fuel and Light.....	500	500
Telegrams and Postage.....	150	150
Travelling Expenses.....	250	250
Board Money.....	400	400
Miscellaneous.....	200	200
Survey Labrador Vessels.....	700	700
	<u>\$3,100 00</u>	<u>\$3,100 00</u>
<i>(j) South West Coast.</i>		
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
Carried forward.....	<u>\$4,700 00</u>	<u>\$4,700 00</u>

XIII.—*Customs* (concluded).

## DETAIL (concluded.)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
<i>(j) South West Coast (concluded).</i>		
Brought forward.....	\$4,700 00	\$4,700 00
Telegrams .....	25	25
Stationery .....	50	50
Yachts, etc .....	800	800
Miscellaneous.....	15	15
<i>(k) Labrador.</i>		
Revenue Protection Service :—		
Travelling Expenses.....	\$400 00	\$400 00
Miscellaneous.....	300	300
<i>(h) Miscellaneous.</i>		
Bank Fisherman's Insurance.....		\$1,000 00
Fines and Forfeitures .....		2,000
Customs Refunds .....		14,000
Percentage on Outport Light Dues .....		800
		\$17,800 00

*XIV. Contingencies.*

AMOUNT TO BE VOTED, \$10,000.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1905—1906.	Estimate 1906—1907.
Amount required to meet possible shortage owing to unforeseen contingencies which may arise.....	\$10,000 00	\$10,000 00



*Additional Estimates for 1906—1907.*

TO BE VOTED, \$2,800.00.

Estimate of Expenditure for which Votes of the Legislature are required, being Supplementary to the foregoing Votes.	Estimate 1905—1906.	Estimate 1906—1907.
<i>VII. Public Charities.</i>		
Physician in charge X-Ray Apparatus .....		\$300 00
<i>XII. Postal Department.</i>		
Royalties on five Marconi Stations, Labrador .....		2,500 00
		<u>\$2,800 00</u>







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## ***APPENDIX.***

*Financial Statements for Year ending 30th June,  
1905.*

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Dr. *Statement of Current Account of the Government*

1904-05.	
To Customs Revenue, viz.:—	
Duties.....	\$2,276,901.76
Less Drawbacks.....	13,692.18
	\$2,263,209.58
Light Dues.....	29,222.16
Harbor Master's Dues.....	968.00
To Miscellaneous, viz.:—	
Lloyd's.....	435.50
Hospital Dues.....	256.10
Customs Forms.....	613.58
Rent Warehouses.....	868.00
Sundries.....	387.00
	2,560.18
Total Customs Revenue.....	\$2,295,959.92
To Postal Revenue.....	71,296.98
Crown Lands.....	41,357.54
Liquor Licenses.....	4,605.65
Fines and Forfeitures.....	4,043.76
Inland Stamp Revenue.....	8,524.92
Broom Department Penitentiary.....	5,678.12
Interest on Municipal Debt.....	33,376.74
Foreign Fishing Licenses.....	285.00
Whaling Licenses.....	28,500.00
Fees Public Institutions.....	2,386.58
Telegraph Revenue.....	24,296.67
Insurance Postal Telegraph Building, Carbonear.....	4,500.00
Interest on Government Balances.....	14,047.40
S.S. <i>Fiona</i> , Meals, Hire and Return Premium.....	2,588.12
Carbonear Water Company.....	1,140.80
Harbor Grace Water Company.....	477.60
Municipal Council's Contribution to Fire Department.....	12,000.00
Imported Silver.....	12,522.69
Game Licenses.....	2,886.63
Companies Fees.....	1,320.00
Miscellaneous Sources.....	2,273.75
	278,108.95
Total Current Revenue.....	2,574,058.87

LOANS, &c.

Loans, Receipt on Account of 1899, (62 & 3, Cap. 37).....	2,738.72	
Receipt on Account Agriculture Bonus.....	19,564.47	
Receipts on Account Loan 5th Ed. VII, Cap. 2.....	31,318.89	
Receipts on Account Loan 5th Ed. VII, Cap. 1.....	60,321.97	
Receipts from Surplus Trust.....	96,507.60	210,451.65
		\$2,784,520.52

Dr. *Statement of Consolidated*

To Balance Carried forward to 1905-1906..... \$440,160.55

Examined by me and found correct,  
F. C. BERTEAU, C. & A. G.

of Newfoundland for the Financial Year, 1904-5.

Cr.

1904-05.

By Expenditure under the Heads, viz :—

I. Interest on Public Debt .....	8808,920.41	
II. Civil Government.....	131,147.45	
III. Pensions.....	10,025.96	
IV. Administration of Justice.....	160,497.05	
V. Legislation .....	36,131.81	
VI. Education.....	196,192.10	
VII. Public Charities.....	218,288.39	
VIII. Light Houses .....	64,664.79	
IX. Agriculture and Mines.....	22,776.67	
X. Marine and Fisheries.....	63,616.18	
XI. Roads, Bridges, Ferries and Railways .....	166,894.67	
XII. Post Office.....	350,573.51	
XIII. Customs .....	110,584.68	
XIV. Contingencies.....	19,224.51	
XV. Elections .....	38,338.03	
Expenditure under the provisions of the 33 Sec. (b), of Audit Act.....	45,938.18	
Total Expenditure on C. A.....		\$2,443,814.39
Transferred from Surplus of Exchequer Account to the Reserve Fund.....	40,000.00	
Balance to the Credit of Exchequer Account after transfer to Reserve Fund.....	90,254.48	
		130,254.48
		<u>\$2,574,068.87</u>

## LOANS, &amp;c.

Loans, Payment on Account of 1899, (62-3, Vic., Cap. 37) .....	\$2,738.72	
Loans, Payment on Account of Agriculture Bonus.....	19,564.47	
Loans, Payment on Account Loan V, Ed. VII, Cap. 2 .....	31,318.89	
Loans, Payment on Account Loan V, Ed. VII, Cap. 1 .....	60,321.97	
Loans, Payment on Account Surplus Trust.....	96,507.60	210,451.65
		<u>\$2,784,520.52</u>

## Fund Account.

Cr.

By Balance brought forward from 1903-04.....	\$400,160.55
“ Exchequer account added during year 1904-05.....	40,000.00
	<u>\$440,160.50</u>

E. M. JACKMAN,  
Minister of Finance and Customs.

Dr.

*Public Debt Account*

1904	
July 1—To balance from 1903-4, viz. :	
Loan at 3 per cent. interest.....	\$1,581,666 66
Loan at 3½ per cent. do .....	11,153,920 00
Loan at 4 per cent. do .....	7,252,714 16
Loan at 5 per cent. do .....	4,600 00
	19,992,900 82

1904	
Aug. 31—To issued under 56 Vic., Cap. 1, at 4 per cent .....	8,365 00

1905	
January 31—To issued under 56 Vic., Cap. 1, at 4 per cent .....	1,601 40
April 14—To issued under 61 Vic., Cap. 6, at 3¼ per cent.....	11,193 33
June 30—To issued under 56 Vic., Cap. 1, at 4 per cent.....	845 00
do To issued under 5th Edward VII., Cap. 2, at 3½ per cent..	1,900,433 33
do To issued under 5th Edward VII., Cap. 1, at 4 per cent..	130,000 00
	\$2,052,438 06

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\$22,045,338 88

Examined by me and found correct,

F. C. BERTEAU, C. & A. G.



on 30th June, 1905.

Cr.

1904		
July 30—	By Debentures paid off under 35 Vic., Cap. 12, at 4 p. c.	\$1,500 00
	By balance to 1905-6, viz. :—	
	Act 54 Vic., Cap. 8, at 3 per cent .....	\$1,581,666 66
	“ 56 Vic., Cap. 1, at 3½ per cent .....	3,385,970 00
	“ 56 Vic., Cap. 1, at 3½ per cent .....	4,708,800 00
	(Second Session)	
	“ 60 Vic., Cap. 4, at 3½ per cent .. .. .	456,980 00
	“ 61 and 63 Vic., Cap. 6 and 4, at 3½ p. ct.	351,373 34
	“ 1, Edward VII., Cap. 6, at 3½ per cent..	2,263,000 00
	“ 5, Edward VII., Cap. 2, at 3½ per cent..	1,900,433 33
		<u>\$13,065,546 66</u>
	“ 44 Vic., Cap. 4, at 4 per cent.....	82,000 00
	“ 46 and 47 Vic., Cap. 4 and 5, at 4 per ct.	61,436 00
	“ 49 Vic., Cap. 15, at 4 per cent .....	174,000 00
	“ 49 Vic., Cap. 3, at 4 per cent .....	60,000 00
	“ 50 Vic., Cap. 6, at 4 per cent .....	480,000 00
	“ 50 Vic., Cap. 7, at 4 per cent .....	320,000 00
	“ 51 Vic., Cap. 2, at 4 per cent .....	50,000 00
	“ 51 Vic., Cap. 5, at 4 per cent .....	418,590 00
	“ 52 Vic., Cap. 5, at 4 per cent .....	410,500 00
	“ 54 Vic., Cap. 7, at 4 per cent .....	61,350 00
	(Special Session)	
	“ 56 Vic., Cap. 1, at 4 per cent .....	381,305 25
	“ 56 Vic., Cap. 4, at 4 per cent .....	100,000 00
	(1st Session)	
	“ 58 Vic., Cap. 4, at 4 per cent .....	89,887 00
	(*2nd Session)	
	“ 58 Vic., Cap. 13, at 4 per cent .....	2,676,666 66
	(1st Session)	
	“ 60 Vic., Cap. 2, at 4 per cent .....	973,333 33
	“ 61 Vic., Cap. 10, at 4 per cent .....	349,857 32
	“ 61, 62, 63 Vic., Cap. 33, at 4 per cent.....	200,000 00
	“ 62, 63 Vic., Cap. 37, at 4 per cent.....	146,100 00
	“ 59 Vic., Cap. 15, at 4 per cent .....	72,000 00
	“ 2nd, Edward VII., Cap. 28, at 4 p. cent.	125,000 00
	“ 5th, Edward VII., Cap. 1, at 4 per cent.	130,000 00
		<u>7,392,025 56</u>
	“ 42 Vic., Cap. 9, at 5 per cent .....	4,600 00
		<u>22,043,838 88</u>
		<u><u>\$22,045,338 8</u></u>

\*NOTE.—\$300,244.15 of this Loan has been paid off by the Sinking Fund established under this Act.

E. M. JACKMAN,  
Minister Finance and Customs,

Dr.

Balance Sheet Treasury

Revenue and Expenditure, viz :—		
Revenue on Current Account.....	\$2,574,068.87	
Revenue on Loan and Surplus Trust Accounts.....	210,451.65	\$2,784,520.52
Bank of Montreal for Deposit Receipt Accounts, viz :—		
Agriculture Bonus :.....	\$26,707.78	
Surplus Trust.....	137,672.53	
Debenture Redemption.....	5,000.02	
Consolidated Fund.....	440,160.55	
Loan Act, 1898 .....	10,000.00	
Loan Act, 1899.....	2,391.68	
Loan Act, 1905, Cap. 1 .....	1,737.51	
Loan Act, 1905, Cap. 2.....	177,429.51	
		801,099.58
Savings' Bank Account, Sinking Fund.....		3,202.60
Public Debt, viz :—		
Bearing interest at 3 per cent.....	\$1,581,666.66	
Bearing interest at 3½ per cent.....	13,065,546.66	
Bearing interest at 4 per cent .....	7,392,025.56	
Bearing interest at 5 per cent.....	4,600.00	
		22,043,838.88
		\$22,848,141.06

Examined by me and found correct,

F. C. BERTEAU, C. &amp; A. G.

Accounts, 1904-1905.

Cr.

## Revenue and Expenditure, viz :—

Expenditure on Current Account .....	\$2,443,814.39	
Expenditure on Loan and Surplus Trust Accounts.....	210,451.65	
*Balance being Excess of Revenue over Expenditure .....	130,254.48	
		\$2,784,520.52

\*( \$40,000.00 passed to credit of Consolidated Fund  
90,254.48 passed to Credit of Surplus Trust Fund.

(\$130,254.48)

## Loan Accounts, viz :—

Agricultural Bonus 61,62, 63 Vic., Cap. 33 .....	\$26,707.78	
61 Vic., Cap. 10 .....	10,000.00	
62, 3 Vic., Cap. 37 .....	2,391.68	
5 Edward VII., Cap. 1 .....	1,737.51	
5 Edward VII., Cap. 2 .....	177,429.51	
		218,266.48

## Trust Accounts, viz :—

Surplus Trust.....	137,672.53	
Debenture Redemption.....	5,000.02	
Consolidated Fund (Reserve).....	440,160.55	
		582,833.10

Sinking Fund Savings' Bank .....		3,202.60
Sundry Loan Acts pr. Public Debt Details.....		22,043,838.88
		\$22,848,141.06

E. M. JACKMAN,  
Minister Finance and Customs.

Dr.	<i>West End</i>
1904-05	
To paid sundry amounts.....	\$1,429.00
	<u>\$1,429.00</u>

Dr.	<i>N. N. &amp; W. &amp;</i>
1904-05	
To paid sundry amounts.....	\$3,836.51
“ balance transferred to Railway Arbitration Award Account .....	4,175.38
	<u>\$8,011.38</u>

Dr.	<i>Railway Arbitration</i>
1905	
July 1—To amount due on West End Railway Account, 1904-05.....	\$ 553.07
“ Balance on Deposit at the Bank of Montreal, June 30th .....	3,622.31
	<u>\$4,175.38</u>

Dr.	<i>Coal Expolration Trust Account</i>
1904-05	
Paid sundry amounts.....	\$1,853.32
Balance on deposit in Bank of Montreal.....	9,642.66
	<u>\$11,495.98</u>

Examined by me and found correct,  
 W. L. DONNELLY,  
*Assistant to Auditor General.*

Examined under my direction,  
 F. C. BERTEAU, C. & A. G.

APPENDIX.

83

*Railway.*

Cr.

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1904	
July 1—By Balance from 1903 account .....	\$ 875.93
"    "    Transferred to Railway Arbitration Award Account.....	553.07
	\$1,429.00

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*S. Railway.*

Cr.

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1904	
July 1—By balance from 1903-04 account.....	\$ 11.89
Nov. 12—By deposit .....	3,000.00
"    Minister of Finance deposited in Bank.....	5,000.00
	\$8,011.89

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*Award Account.*

Cr.

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1905	
July 1—By Balance from N. N. & W. & S. Railway Account, 1904-5.....	\$4,175.38
	\$4,175.38

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*for Year ended 30th June, 1905.*

Cr.

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1904	
July 1—By Balance brought from 1903, at 4 per cent.....	\$6,228.02
"    Balance of Legislature Vote, 1904 .....	5,267.96
	\$11,495.98

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E. M. JACKMAN,  
*Minister of Finance and Customs.*

Dr.

*Statement of Teachers' Pension Fund*

## RECAPITULATION.

Balance to credit of Fund 1st July, 1904.....	\$27,664.06
Deposits to Fund for year ended 30th June, 1905.....	4,786.82
	<hr/>
	\$32,450.88
Withdrawals from Fund during year.....	1,322.80
	<hr/>
	<u>\$31,128.08</u>

## RECAPITULATION OF WITHDRAWALS FROM FUND DURING YEAR 1904-05.

Roman Catholic .....	\$185.64
Church of England.....	827.81
Methodist .....	309.35
	<hr/>
	<u>\$1,322.80</u>

Examined by me and found correct,  
 W. L. DONNELLY,  
*Assistant to Auditor General.*

ARTHUR MEWS.  
*Deputy Colonial Secretary.*

Examined under my direction,  
 F. C. BERTEAU, C. & A. G.

for Year ended 30th June, 1905.

Cr.

## DEPOSITS TO FUND DURING YEAR 1904-05.

## Contributions by Teachers under :—

Roman Catholic Boards .....	\$ 969.25
Church of England Boards .....	1,220.83
Methodist Boards.....	930.92
Congregational Boards .....	15.12
	<hr/>
	\$3,136.12
Interest allowed by Bank for year.....	847.32
Interest allowed by Government for year.....	803.38
	<hr/>
	\$4,786.82

E. M. JACKMAN,  
Minister of Finance and Customs.

Dr.	<i>Bank Notes</i>
1904-05	
Nov. 4—To J. S. Keating, Commercial Notes.....	\$ 2.80
22— " Geo. Coen, Union and Commercial Notes.....	198.20
Jan. 16— " Nfld. Savings Bank, Commercial Notes..	40
24— " Royal Bank of Canada, Commercial Notes.....	2.00
Feb. 17— " Miss Bride Wadden, Commercial Notes.....	1.00
Mar. 3— " Royal Bank of Canada, Union Notes .....	4.00
31— " Callahan, Glass & Co., Union Notes.....	16.00
April 5— " Francis Sheppard, Commercial Notes .....	7.00
" Paid sundry amounts .....	268.20
Balance in Bank of Montreal ..	131.80
	\$400.00

Dr.	<i>Game License</i>
1904-05	
Receipts from all sources .....	\$4,003.00
	\$4,003.00

*Coal Duty Collected for Year ended 30th June, 1905.*

1904		
September .....	13,978 Tons .....	\$10,448.25
December.....	10,521 Tons .....	7,364.90
1905		
March.....	5,600 Tons .....	3,920.17
June .....	9,010 Tons .....	6,307.43
		\$28,040.75

*Water Rates Collected for Year ended 30th June, 1905.*

1904	
September.....	\$690.65
December .....	270.50
1905	
March.....	947.80
June .....	781.60
	\$2,690.55

Examined by me and found correct,  
 W. L. DONNELLY,  
*Assistant to Auditor General.*

Examined under my direction,  
 F. C. BERTEAU, C. & A. G.



*Trust Account.*

Cr.

1904-05	
Nov. 1.—By deposit in Bank of Montreal.....	\$400.00
	\$400.00

*Trust Fund, 1904-05.*

Cr.

1904-05	
Paid sundry amounts .....	\$1,116.37
Cheque favor Exchequer .....	2,886.63
	\$4,003.00

*Coal Duty Collected by Bonds Year ended 30th June, 1905.*

	Duty.	Interest.
1904		
September—7,468 tons .....	5,374.30 .....	\$107.48
December—15,141 tons.....	11,188.80 .....	223.75
1905		
March—10,518 tons .....	7,481.10 .....	149.59
June— 7,496 tons.....	6,029.90 .....	120.58
	\$30,074.10	\$601.40

E. M. JACKMAN,  
*Minister of Finance and Customs,*

*Report of the Newfoundland Savings Bank for 1905*

Amount of Deposits for 1904.....		\$1,819,167.61
"      "      "      1905.....		1,978,351.25
		<u>\$159,183.64</u>
Amount deposited for 1905 .....		\$548,141.89
Amount withdrawn.....		388,958.25
		<u>\$159,183.64</u>
Amounts received for interest for 1905.....		\$71,259.31
which account is closed as follows :—		
Amount of interest paid depositors..	\$54,547.82	
Salaries, Directors, Rent, &c.....	9,128.51	
Harbor Grace Branch.....	509.26	
Heart's Content.....	122.88	
Balance to Reserve Account.....	6,950.84	
		<u>\$71,259.31</u>
Amount to credit of Sinking Fund.....		<u>\$50,000.00</u>
Reserve Account to Dec, 31st, 1905.....	\$23,318.33	
Profit for year 1905.....	6,950.84	
		<u>\$30,269.07</u>
The Assets are as follows :—		
Colonial Debentures .....		\$ 624,114.70
Bank of Montreal Deposit.....		1,215,000.00
Bank of Montreal Current.....		95,749.77
Cash .....		15,714.20
Directors C. E. College.....		20,000.00
Mortgages .....		46,476.66
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 .....		10,296.00
		<u>\$2,058,620.32</u>
Contra :		
Deposit Account.....		\$1,978,351.25
Sinking Fund.....		50,000.00
Reserve Account.....		30,269.07
		<u>\$2,058,620.32</u>

L. O'BRIEN FURLONG,  
Cashier,

R. BOND,  
E. P. MORRIS,  
GEO. SKELTON, } Directors

Report of the Newfoundland Savings Bank for 1905 (concluded).

Classification of Deposits :—

2,852 accounts under .....	\$200
1,088 accounts from \$200 to... ..	500
516 accounts from \$500 to.....	1,000
275 accounts from \$1,000 to.....	2,000
61 accounts from \$2,000 to .....	3,000
25 accounts from \$3,000 to .....	4,000
12 accounts from \$4,000 to.....	5,000
21 accounts over.....	5,000

4,850

HARBOR GRACE BRANCH.

732 Accounts amounting to .....	\$214,609.83
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HEART'S CONTENT BRANCH.

212 accounts amounting to.....	\$26,439.93
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5,794

**REPORT OF THE MINISTER OF AGRICULTURE AND MINES, 1905.**

*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,—

I have the honour to submit, for Your Excellency's information, the detailed return of the licenses, leases and grants issued by the Department of Agriculture and Mines within the fiscal year ending 30th June last past, and a report of the surveys made for the year ending 31st December last past.

During the fiscal year there have been issued :—

(1). Two hundred and twenty-five grants of agricultural land, covering an area of three thousand four hundred and ninety four acres and twenty-three perches, the amount received for which was one thousand and sixty-five dollars and ten cents, as shown in return marked No. 1.

(2). Six licenses to cut timber over an area of three hundred and twenty-seven square miles of land, on which there were paid six hundred and fifty-four dollars bonus, and the annual rental amounting to six hundred and four dollars, as shown in return marked No. 2.

(3). Three leases of mill-sites and water-powers at an annual rental of fifteen dollars, as shown in return marked No. 3.

(4). Three leases of quarry rights, covering an area of two hundred and forty acres, the annual rental of which amounts to sixty dollars, as shown in return marked No. 4.

(5). One hundred and five licenses of mining locations covering an area of one hundred and ninety square miles, on which the amount of three thousand eight hundred dollars was paid, as shown in return marked No. 5.

(6). Sixteen ninety-nine year leases of mining locations covering an area of forty-four and a half square miles, on which the sum of five hundred and ninety six dollars was paid, as shown in return marked No. 6.

(7). Four fee-simple mining grants, covering an area of nine square miles, on which the sum of four dollars was paid, as shown in return marked No. 7.

During the month of January last the First Surveyor surveyed and mapped Three Island Pond and Manuels River, from the Forks to Paddy's Pond. In

March he surveyed and mapped Paddy's Pond, Tommy's Pond, Gull Pond and Juniper Pond and connected with the head of Cochrane Pond ; also Manuels River from the Forks to Grassy Gullies, connecting with Thomas Pond and the river from Manuels to Wychazel Pond.

During the first part of the year the Second Surveyor of the Department was engaged in making plans of the Treaty Coast. He was then employed in making surveys on the Broad Cove Road, and at Boyle's Pond, Mitchell's Pond, Roger's Pond and Healey's and the lots of land settled on in the vicinity of same. Afterwards he was engaged in making several surveys of land in Bay St. George, near Seal Rocks.

During the past season three separate parties were engaged in surveying the lands of the Colony.

The first under the First Surveyor of this Department was engaged in surveying settlers' lots of land, roads and sea shore in New Bay, at the entrance to Southern Arm, the South East Arm, Cottell's Cove, Cox's Cove, Fleurry's Bight, the South West Arm, and the North West Arm of that Bay, and also a few lots near Fortune Harbour. From New Bay he proceeded on the 18th August to Pilleys Island where he made a survey of the coast line from White Point to Stuckey's Head and all the roads and settlers' lots and ponds in the vicinity of the settlements. In all he surveyed two hundred and eighty-six plots of land, traversed twenty-five miles of road and forty-four and a half miles of coast line. He also settled many disputes as to the boundaries of plots that arose out of the inefficient survey of former surveyors, and also cut out the boundary lines of all those plots which had not previously been done.

The second party, under the Second Surveyor, was sent to Clarendville on the 9th June with the object of surveying settlers' plots of land, roads and sea coast on Random Island and the mainland from Snook's Brook to the Slate Quarry, from which he returned on the 24th October. During this period he made surveys at Snook's Brook, Broad Cove, White Rocks, Rocky Brook, Daniel's Cove, Burgoyne's Cove, the Slate Quarry, Bluff Harbor, Lance Cove, Britannia Cove, Hickman's Harbour, Lady Cove, Bald Nap and "The Bar," and cut the North boundary of Reid Newfoundland Company's block 105 from Round Head to Snook's Harbor, a distance of four miles. The total amount of work done was the survey of two hundred and ninety plots of lands, the traverse of fifty-five miles of road, thirty-four miles of sea coast and seventeen miles of ponds.

The third party, under the direction of a Deputy Surveyor, was employed in surveying and blocking such parts of the Treaty Shore as were not attended to in the previous year. Surveys were made in Englee, Canada Harbour, Hooping Harbour, Conche, Crouse or Rouge Harbour, St. Julien's, Fishot Island, Goose Cove, and Cremaillere Bay. The party returned to St. John's on the 8th September, having been engaged two months and seventeen days, during which period they

blocked off one hundred and ninety-two settlers' lots and traversed twenty seven miles of roads and sea coast.

Plans of all these surveys have been completed, and are now deposited in this Department.

In accordance with the provisions of the Act passed in the last session of the Legislature, entitled "An Act to provide for the Protection of Woods against Fire, and for other purposes," a Chief Ranger was appointed by the Government, and I have the honour to submit, for Your Excellency's information, a copy of his report of proceedings during the past season.

A copy of Mr. James P. Howley's report, Geological Surveyor, on the boring operations in the Coal Basin near Goose Brook, has been already submitted to Your Excellency, through the Right Honourable the Colonial Secretary.

I have the honour also to submit the report of the Board of Agriculture for the year ending 31st December last past.

I have the honour to be,  
Your Excellency's most obedient servant,

J. A. CLIFT,  
*Minister of Agriculture and Mines.*

**REPORT OF BOARD OF AGRICULTURE, 1905.**

*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.*

MAY IT PLEASE YOUR EXCELLENCY :—

The Board of Agriculture have the honour of presenting their annual report.

The general crops for the year are regarded as being very fair, though the quantity of hay raised does not appear to have been quite up to the average. From such information as we have been able to obtain from all sources throughout the Island we have, however, every reason to believe that there is a sufficient hay crop to enable farmers and others to carry their live stock through the winter, and in this respect they have been much more fortunate than in the previous year.

During the year, regular as well as several special meetings of the Board were held, all of which were well and regularly attended.

In April last the Board saw an opportunity of obtaining such a Coach Stallion as they had for some time been hoping for, and negotiations were entered into for that purpose ; the result being that the German Coach Stallion "Griffin," four years old, with a first class pedigree, was obtained.

During the past season over thirty mares were presented to the Stallion for service, but for some unaccountable reason only a small proportion was actually served.

The other Stallion "Royal Tom," continues to prove a most satisfactory horse, and his colts are well spoken of.

The English and Scotch cattle imported last year have proved a valuable addition to the Stables, and we feel sure they will be the means of improving the Shorthorn and Ayrshire stock in the Island.

The Shorthorn and Ayrshire cows now at the stables are doing very well. The "Ayrshire" on her second calf, proved an extra fine milker. The "Shorthorn" dropped her second calf in January.

Whilst the Board have had to dispose of a few of the bulls during the past season on account of unsatisfactory results, yet the general health of all the animals at the Stables has been very good.

During the year twelve bulls, twenty-five sheep and twelve pigs have been

distributed, and the Board has advanced the purchase money for a Stallion in the District of St. George. The annexed lists will show the districts to which these animals have been sent.

We are pleased to be able to report that the farm has again yielded excellent returns of hay, fodder and root crops, and that a sufficient quantity was harvested to meet the requirements of and provide provender for all the animals kept at the stables until next season.

It is contemplated that during the year a pair of Brood Mares will be secured, and while they would be employed to do the necessary farm work, the Board will breed them and sell their progeny to those desiring a better class of horse.

Respectfully submitted,

J. A. CLIFT, *Chairman.*

JAS. B. SCLATER, *Secretary.*

Department of Agriculture and Mines, 14th February, 1906.

#### LIST OF ANIMALS DISTRIBUTED, 1905.

##### ST. JOHN'S EAST.

1 Holstein bull, 1 Jersey bull, 3 boar pigs, 3 rams.

##### ST. JOHN'S WEST.

1 pure bred S. H. bull, 2 rams.

##### HARBOR MAIN.

3 rams, 1 boar pig.

##### FERRYLAND.

1 S. H. bull, 2 rams, 1 pig.

##### TRINITY BAY.

1 Ayrshire bull, 1 Holstein bull, 1 S. H. bull, 5 pigs, 5 rams.

##### BONAVISTA.

1 ram.

##### PPACENTIA and ST. MARY'S.

2 rams.

##### TWILLINGATE.

1 Holstein bull, 1 Jersey bull, 2 pigs, 7 rams.

##### CARBONEAR.

1 Shorthorn bull.

##### FORTUNE BAY.

2 Ayrshire bulls.



## BAY ST. GEORGE.

Advanced purchase for Stallion.

12 bulls, 25 sheep, 12 pigs.

JAS. B. SCLATER,  
*Secretary Board of Agriculture.*

## LIST OF LIVE STOCK AT THE AGRICULTURAL STABLES, Dec. 31st, 1905.

1 Stallion "Griffin" .....	\$2,400.00
1 Stallion "Royal Tom" .....	400.00
1 English Shorthorn Bull, 3 years.....	300.00
1 Canadian Shorthorn Bull, 5 years .....	200.00
1 English yearling Bull, 15 months . .....	100.00
1 Canadian Jersey Bull, 3 years .. .....	70.00
1 Native Holstein Bull, 3 years .....	70.00
1 Scotch Ayrshire Bull, 3 years .....	100.00
1 English S. H. Cow, 3 years .....	200.00
1 Scotch Ayrshire Cow, 3 years .....	150.00
2 boar pigs .. .....	35.00
1 Sow.....	35.00
	\$4,075.00

J. B. SCLATER,  
*Secretary Board of Agriculture.*

St. John's, Newfoundland, December 31st, 1905.

REMAINS AT THE STABLES OF THE BOARD OF AGRICULTURE,  
31st December, 1905.

1 Trotting Gig.. .....	\$40.00
1 Box Cart and Wheels.....	40.00
1 Horse Rake .....	30.00
1 Horse Plough .....	10.00
1 Cultivator .....	10.00
1 Side Sleigh .....	50.00
1 S. M. Harness.....	30.00
1 B. M. Cart. ....	20.00
1 Hay Press .....	40.00
1 Barrick and Fittings.....	50.00
1 Root Cutter .....	10.00
1 Gr. Stone .....	5.00
Shovels, rakes, tools, etc .....	20.00
	\$355.00

Say

20 Tons Hay at \$20 .....	\$400.00
100 bushels Oats, 50c .....	50.00
100 brls. Turnips, at \$1.20.....	120.00
	<u>\$925.00</u>

JAS. B. SCLATER,  
Secretary Board of Agriculture.

St. John's, Newfoundland, 31st December, 1905.

**REPORT OF CHIEF WOODS RANGER FOR YEAR ENDING 31st DEC., 1905.**

HON. J. A. CLIFT, K.C.,

*Minister of Agriculture and Mines: —*

SIR,

I have the honor to submit for your information my report of work in connection with my duties as Chief Woods Ranger the past season.

On or about the 1st July I received a letter from the Right Honourable the Premier informing me that I had been appointed to the position of Chief Woods Ranger, and instructed me to put myself in communication with you at once, which I did.

As you are aware, my first instructions from you were to proceed to Deer Lake, where forest fires were in progress. On the 16th July I left St. John's, and arrived at Deer Lake the next day at noon. There were two fires in the vicinity of Deer Lake, one at South Brook and one near the saw mill at Little Harbor. Both fires were out there when I arrived with the exception of a few stumps which were on fire at Little Harbor; these were put out by the men working at the saw mill by my request. These fires were first seen to rise about one o'clock on Wednesday, the 12th July, about an hour after the express train passed, going west, just around a curve and close by the railway track, about 400 yards west of the saw mill. Fifty men started from the mill to put out the fire and they were soon assisted by Mr. Steel, of Reid Newfoundland Co., and his sectionmen. Then a heavy rain came and the fire was put out with very little damage to woods or other property. The area over which the fire spread was about 30 x 20 chains, about two acres of this being green woods, the remainder being burnt over before. The fire at South Brook did no damage. Both fires were supposed to have been started by the train.

My work being finished at Deer Lake I returned to St. John's. My next instructions were to go to Fortune Harbor, New Bay and Charles Brook to look after forest fires reported to be in progress in that vicinity. I left St. John's, Sunday, the 30th July. The next morning I took boat at Norris Arm and went to Botwoodville, there I took the S. S. *Clyde* and went to Exploits. The next morning I hired men and boat and went to Charles Brook, distant about 14 miles. I travelled over quite a lot of country between Charles Brook, New Bay and Fortune Harbor, but found no fire as reported. I then returned to Port Blandford, and when I arrived there I was informed that two forest fires were in progress, one in the vicinity of Southern Bay and another at Sweet Bay. A big smoke was seen to rise at Southern Bay. I immediately started for that place, but a heavy rain the following night put the fires out. Before I had time to try and trace the origin of these fires, I received a telegram from you to go to Norris

Arm, where forest fires were raging. On Friday the 11th of August I received your telegram and I immediately started for shoal Harbor, a distance of 20 miles over land, as I could not take the *Dundee* until Sunday. I arrived at Norris Arm at 1 p.m. Saturday. In passing along in the train I saw quite a lot of small fires on each side of the railway track, between Glenwood and Norris Arm. These fires were looked after by Constable Forsey, who deserves much credit for the good work he did in the suppression of these fires. There were no serious damages done by them. The fire at Norris Arm was the most serious for the season. When I arrived there on the 12th August the fire was quieted down, there was then about one square mile scorched over.

Although the woods were not burning then there was still a lot of fire smouldering in the turf. I traversed the burnt area every day from Monday until Saturday the 19th. I ordered the Lumber Company to send men and put out all the fire that could possibly be put out that appeared dangerous, and they did so. The weather was very fine all that week. The next day, Sunday, 20th, was a very hot day. About noon a strong wind suddenly breezed up from the South West and by 2 o'clock the fire was raging. At 4 o'clock it nearly reached the settlement. It burned to within a few feet of the houses. A good supply of water had been provided and 120 men had all they could do until midnight to save the settlement from being destroyed. At 3 o'clock the next morning I started with fifty men and cut two fire-breaks which prevented any further danger of the settlement being burnt. A heavy rain came and put the fire out. I then went back to work to trace up the origin of the fire, which after several days of careful enquiry, assisted by the Managers of the Mill, I succeeded in doing. I had two men brought before the Justice of the Peace, at Lewisporte, who were proved guilty and committed to prison. Quite a lot of property was destroyed by this fire. An estimate will be given in this report further on.

Your next instructions to me were to go to Bay St. George in connection with forest fires at Robinson's and Barachois River; there were no fires burning at either of these places when I arrived there. I made enquires into the origin of these fires but failed to find any person who saw the fires started, but all seemed to agree that they were started by the trains going east and west on Sunday, the 20th August. Being unable to obtain more definite information regarding the origin of these fires, I returned to St. George's.

I was there informed by the Magistrate, Richard MacDonnell, Esq., that there had been forest fires at Little River, and that he had been there and held an enquiry, but he advised me to go also. I went and made enquiry, the result of which I reported to you and it was not considered sufficient by the Magistrate or myself to take action upon, to which you agreed. What was nearly one of the most serious fires for the summer occurred at Brinton's Cove, Clode Sound, on the 21st July. Some persons set a fire on the beach, close to the bank, probably to boil their kettle, and went away leaving the fire burning. The fire was just taking

the woods when my sons and a Mr. Russell, rowing up in a boat, saw the fire and were just in time to stop its progress. This fire, if let run, would have destroyed a lot of valuable timber, also several saw mills and probably all the houses on the North Side of Goose Bay. I was not informed of this fire until several weeks after it occurred, or I would have hunted up and caught the parties who lighted the fire. This, in my opinion, should be considered the most important part in the Chief Ranger's duties and the part to which the greatest attention should be given. The total number of forest fires during the year is 42; of these 34 have been by the side of the railway track and are supposed to have been started by the train. I am not aware of damage to any extent being done by these fires, except two at Bay St. George, one at Robinson's, and the other at Barachois. Both these fires started at the edge of the right of way on the outside of the tracks and ran to the settlements, burning the woods in patches at Robinson's about  $1\frac{1}{2}$  miles long, by one mile wide and also some fence. At Barachois it burnt the woods about  $\frac{1}{3}$  mile long by  $\frac{1}{2}$  mile wide, also destroying one barn and two small outhouses, viz: cellar and workhouse and some barrels, also some fencing. The fire at Little River was of very little extent. It was caused by parties clearing their land in the usual practice of years, who were ignorant of the Act in force. At Norris Arm the fire destroyed one dwelling house and saw mill, valued at \$1000. Also ten winter houses or tilts belonging to fishermen who go there to live in winter, valued \$250. As I have not travelled over the burnt land since the last rush of the fire I cannot say the extent burnt, but it must be at least six square miles of timber of good growth, worth many thousand dollars.

I do not know the extent of damage done by any other fires, or if there was any damage at all done to any extent by other fires.

The number of days spent by me in the performance of my duties during the year is 141. There has been but one Deputy Woods Ranger appointed this year, Mansfield Pettipas, of Whitbourne.

Two prosecutions were instituted by me against offenders, the parties were proved guilty and sent to prison for terms of one year, and nine months respectively.

The time has come for this report to be before you. My own illness and death in my family has upset me very much and caused much delay.

I trust, however, this report will meet with your approval.

I have the honour to be,

Sir,

Your obedient servant,

(Signed),

THOMAS HOWE,

*Chief Woods Ranger.*

Brooklyn, Bonavista Bay, December 30th, 1905.

*Return of Crown Land Grants Issued*

No.	Date of Issue.	Name.	No. of Grant.
1	July 13	Adam R. Martin .....	10338
2	13	Darius LaNe .....	10335
3	13	Leonard J. Evans .....	10332
4	13	Rev. A. Sears .....	10036
5	13	Henry Taylor .....	10337
6	13	Edwin Mews.....	10340
7	13	do .....	10328
8	13	Edward S. Hennebury.....	10330
9	13	Uriah Freake .....	10342
10	13	Archibald Watchkins.....	10334
11	16	G. A. Davey .....	10341
12	28	Charles Chalk and Tobias Oldford .....	9344
13	Aug. 16	Roman Catholic Episcopal Corporation.....	10347
14	20	Newfoundland Conference .....	10343
15	20	John Edmunds.. ..	10344
16	20	Andrew Vatcher .....	10339
17	20	Peter Oliver.....	10350
18	20	Henry Stone.....	10346
19	20	Charles Walters .....	10345
20	Sept. 10	James Dooley.....	10253
21	10	Albert O'Rielly .....	10356
22	10	James and Denis Kavanagh.....	10015
23	Oct. 5	Charles L. Bryant.....	10353
24	5	A. Brown, F. Prown and W. Brown.....	10113
25	Nov. 4	William Mate.....	9915
26	4	F. B. Arnold.....	9885
27	Dec. 13	Diocesan Synod .....	10371
28	13	do .....	10372
29	13	do .....	10373
30	20	Grand River Lumber and Pulp Co.....	10361
31	30	W. P. Rogerson .....	10329
1905.			
32	Jan. 20	Bernard McGrath .....	8030
33	28	Henry H. McDonald .....	10374
34	28	John W. Gillingham .....	10357
35	28	Thomas Morrissey.....	10382
36	28	John B. Haddon .....	10368
37	28	Edward Walsh.....	10364
38	28	Jane E. Skeard.....	10360
39	28	Michael Power.....	10395
40	28	George Mahoney .....	10396
41	28	Solomon Penney .....	10363
42	28	John Jeans .....	10377
43	28	Charles L. Bryant .....	10380
44	28	Emanuel and Henry Stone.....	10359
45	28	William Viguers.....	10383
46	Feb. 4	George Steele .....	10388
47	4	Benjamin Peckford.....	10393
48	4	John Sweetapple .....	10385
49	4	W. A. and B. Pritchett.....	10394
50	4	Annie Tilley .....	10390
51	4	Hezekiah Morgan .....	10397
52	4	Lawrence Cheeseman.....	10380
53	4	Patrick Beake.....	10389
54	4	Malcolm McLean.....	10381
55	4	W. C. & R. B. Job .....	10375
56	4	Ephraim George.....	10387
57	4	John Clark.....	10378

during the year 1904-1905.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
	A.	R.	P.				
Heart's Content, District of Trinity.....	0	3	16	June 25, 1904	64	308	\$1 30
Gambo, District of Bonavista.....	6	3	0	" 25, "	64	309	3 10
Blackhead, District of Bay-de-Verde.....	15	1	24	" 25, "	64	304	5 80
Bay of Islands, District of St. George.....	20	0	0	" 25, "	64	312	7 00
Fox Trap, District of Harbor Main.....	11	2	37	" 25, "	64	313	4 60
Dog Bay, District of Fogo.....	10	0	0	" 25, "	64	311	4 00
do do.....	10	0	14	" 25, "	64	310	4 30
New World Island, District of Twillingate...	10	3	8	" 25, "	64	303	4 30
Scissor's Cove, District of Twillingate.....	11	3	4	" 25, "	64	307	4 60
New World Island, District of Twillingate...	2	2	31	" 25, "	64	306	1 90
Grand Lake.....	7	0	0	" 25, "	64	302	3 10
Bunyan's Cove, Clode Sd., Dis. of Bonavista	20	0	0	April 23, 1902	64	114	7 00
Trepassey, District of Placentia & St. Mary's	127	1	27	July 26, 1904	64	317	1 00
Pinchard's Island, District of Bonavista.....	0	0	21	" 26, "	64	323	1 00
Brigus, District of Port-de-Grave.....	7	3	13	" 26, "	64	322	3 40
Broad Cove, District of Bay-de-Verde.....	7	2	0	June 25, "	64	314	3 40
Thorburn Road, District of St. John's West	20	0	0	July 26, "	64	318	7 00
Upper Rocky Brook, District of Trinity.....	13	2	11	" 26, "	64	320	5 20
Aspen Brook, District of Trinity.....	2	2	9	" 26, "	64	321	1 90
Gambo, District of Bonavista.....	6	0	0	April 2, "	66	99	2 80
Placentia, District of Placentia & St. Mary's	5	3	2	Sept. 5, "	66	162	2 80
Outer Cove, District of St. John's East.....	30	0	0	Feb. 4, "	65	163	10 00
Hickman's Harbor, District of Trinity.....	8	3	8	Sept. 5, "	67	163	3 70
Trinity Bay, District of Bonavista.....	7	0	32	Feb. 4, "	65	159	3 40
Robin Hood's, District of Trinity.....	14	1	24	Jan. 21, "	65	145	5 50
Alexander Bay, District of Bonavista.....	19	1	10	Dec. 18, 1903	65	147	7 00
St. Jacques, District of Fortune.....	2	0	26	" 5, 1904	66	168	1 00
Burnt Cove, District of Trinity.....	0	2	17	" 5, "	66	169	1 00
Sailor's Island, District of Bonavista.....	0	2	2	" 5, "	66	170	1 00
Carter Basin, Labrador.....	54	0	0	" 5, "	66	171	17 20
Grand River, District of St. George.....	20	0	0	June 25, 1904	64	315	7 00
Clode Sound, District of Bonavista.....	32	0	0	Feb. 20, 1896	57	51	9 60
Millertown Junction.....	10	0	0	Dec. 5, 1904	66	177	4 00
Gander Bay, District of Fogo.....	14	1	38	" 5, "	66	179	5 50
North River, District of Port-de-Grave.....	3	3	14	Jan. 14, 1905	66	184	2 20
Fortune, District of Burin.....	10	0	0	Dec. 5, 1904	66	180	4 00
Marquise, District of Placentia & St. Mary's	20	0	0	" 5, "	66	176	7 00
Channel, District of Burgeo & LaPoile.....	0	1	37	" 5, "	66	178	1 30
Bell Island, District of St. John's East.....	16	0	0	Jan. 14, 1905	66	173	5 80
Victoria Village, District of Carbonear.....	1	2	8	" 14, "	66	181	1 60
Carbonear, District of Carbonear.....	1	1	17	Dec. 5, 1904	66	183	1 60
Lower Lance Cove, District of Trinity.....	4	3	12	Jan. 14, 1905	66	182	2 50
Hickman's Harbor, District of Trinity.....	11	2	0	" 14, "	66	174	4 60
Smith Sound, District of Trinity.....	11	2	29	Dec. 5, 1904	66	175	4 60
Bay Bulls Road, District of St. John's West	40	2	7	Jan. 14, 1905	66	172	13 30
Dog Bay, District of Fogo.....	17	2	0	" 14, "	66	191	6 40
do do.....	1	3	33	" 14, "	66	196	1 60
Alexander Bay, District of Bonavista.....	7	0	0	" 14, "	66	193	3 10
Gambo, District of Bonavista.....	8	0	0	" 14, "	66	200	3 40
Kelligrews, District of Harbor Main.....	11	3	20	" 14, "	66	194	4 60
Manuels, District of Harbor Main.....	4	0	0	" 14, "	66	199	2 20
Port-au-Bras, District of Burin.....	0	2	6	" 14, "	66	195	1 30
Mortier Bay, District of Burin.....	2	2	15	" 14, "	66	198	2 50
Carter Basin, Labrador.....	160	0	0	" 14, "	66	190	49 00
Anse-au-Loup.....	105	0	0	" 2, "	66	192	31 50
Middle Lance Cove, District of Trinity.....	9	3	13	" 2, "	66	185	4 00
Britannia Cove, District of Trinity.....	4	1	2	" 2, "	66	189	2 50

*Return of Crown Land Grants Issued*

No.	Date of Issue.	Name.	No. of Grant.
58	Feb. 4	James Penney and Ann Critch.....	10358
59	4	William Harris .....	10391
60	4	Michael E. Handlon.....	10379
61	7	H. Gear .....	9626
62	7	Francis Livier.....	10430
63	20	John Howlett.....	10409
64	20	William Shave .....	10424
65	20	Charles King.....	10415
66	20	Ambrose Jones.....	10432
67	20	Edward J. Clarke .....	10399
68	20	Robert W. Collins.....	10398
69	20	Benjamin Reeves.....	10427
70	20	Thomas Green .....	10418
71	20	Josiah and Wm. Frampton .....	10412
72	20	John Harnum.....	10416
73	20	William Heath.....	10417
74	20	Frederick Milley .....	10420
75	20	George Rendell.....	10410
76	20	Henry Whitehorn.....	10422
77	20	Robert Brown.....	10414
78	20	Simeon Osmond.....	10431
79	20	George Hender.....	10407
80	20	George Mullet, sr., and others .....	10429
81	25	James Belbin .....	10452
82	25	Alfred Dean.....	10419
83	25	Margaret J. Reeves.....	10403
84	25	Conrad Fitzgerald.....	10440
85	25	Charles R. Thomson.....	10423
86	25	James Sharp .....	10425
87	25	Peter Bennett.....	10433
88	25	William Emberley.....	10447
89	25	Mary M. Roach .....	10464
90	25	Thomas J. Turpin.....	10445
91	25	James M. Flynn.....	10448
92	25	Lucy G. Flynn.....	10449
93	25	Abraham Maidment.....	10430
94	25	Jacob Oakley .....	10443
95	25	Isiah Howell.....	10441
96	25	Samuel Mullett.....	10460
97	25	John Halliday .....	10442
98	25	Elisha Garland.....	10435
99	25	George E. Moores .....	10457
100	25	John C. Butt .....	10466
101	25	William Ginn .....	10439
102	25	Edward S. Hennebury.....	10438
103	25	Joseph Sheppard.....	10450
104	25	Willis G. Britt.....	10458
105	25	Edwin W. Roberts .....	10426
106	25	John W. Aitken.....	10405
107	25	Ethel B. Young.....	10421
108	25	Charles Walters.....	10440
109	25	Thomas Porter .....	10461
110	35	William J. Philips.....	10467
111	25	William A. Dawe .....	10408
112	25	Norman Pilley .....	10404
113	22	James Martin .....	10402
114	25	Samuel Parrott.....	10400
115	25	R. K. Bishop, Administrator.....	10463
116	25	Do .....	10465



during the year 1904-1905.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
Hickman's Harbor, District of Trinity.....	A. 13	R. 1	P. 21	Jan. 2, 1905	66	187	\$5 20
Upper Lance Cove, District of Trinity .....	5	1	17	" 14, "	66	186	2 80
Trinity Road, District of Trinity.....	8	1	16	" 14, "	66	188	3 70
Codroy, District of St. George .....	45	0	22	Apl. 27, 1903	64	151	14 50
Island Rock Cove, H.B., Dis. of Twillingate	0	3	0	Jan. 24, 1905	66	197	1 30
Goulds, District of Ferryland.....	43	0	0	" 24, "	68	6	14 50
Gander Bay, District of Fogo.....	18	3	38	" 24, "	68	14	6 70
Perry's Cove, District of Bay-de-Verde.....	2	0	10	" 24, "	68	13	1 90
Paradise Road, District of Harbor Main.....	18	2	15	" 24, "	68	15	6 70
Victoria Village, District of Carbonear.....	4	2	20	" 24, "	68	4	2 50
Collins Cove, District of Burin.....	1	0	11	" 24, "	68	7	1 60
St. Lawrence, District of Burin .....	11	2	20	" 24, "	68	1	4 60
Lower Lance Cove, District of Trinity .....	1	0	20	" 24, "	68	16	1 60
Smith Sound, District of Trinity.....	4	2	16	" 24, "	68	10	2 50
Random, District of Trinity .....	11	3	20	" 24, "	68	9	3 60
Lewisporte, District of Twillingate.....	6	1	21	" 24, "	68	18	3 10
Exploits, Burnt Island, Dis. of Twillingate..	1	0	32	" 24, "	68	12	1 60
Boyd's Harbor, District of Twillingate.....	5	2	26	" 24, "	68	11	2 80
Island Rock Cove, District of Twillingate.....	6	0	19	" 24, "	68	5	3 10
Gambo, District of Bonavista.....	4	3	19	" 24, "	68	17	2 50
do do .....	1	2	0	" 24, "	68	8	1 60
do do .....	8	2	0	" 24, "	63	2	3 70
Brookfield, do .....	6	1	25	" 24, "	68	3	3 10
Bay Roberts, District of Harbor Grace.....	3	2	34	Feb. 4, "	68	42	2 20
Victoria Village, District of Carbonear.....	5	1	1	Jan. 24, "	68	19	2 80
Garnish, District of Fortune Bay.....	0	1	6	" 24, "	68	28	1 30
St. Jacques, District of Fortune Bay.....	0	3	10	Feb. 24, "	68	46	1 30
Johnnies Pond, District of Harbor Main.....	15	0	0	Jan. 24, "	68	23	5 50
Paradise Road, District of Harbor Main.....	20	0	0	" 24, "	68	20	7 00
Brewley, District of Placentia & St. Mary's..	0	0	2	Feb. 4, "	68	50	1 30
do do .....	1	3	13	" 4, "	68	45	1 60
Argentia, do .....	1	2	5	" 4, "	68	35	1 60
St. Lawrence, District of Burin .....	3	0	35	" 4, "	68	59	2 20
Mortier Bay, do .....	19	2	4	" 4, "	68	49	7 00
do do .....	20	0	0	" 4, "	68	48	7 00
Shambler's Cove, District of Bonavista.....	0	2	33	" 4, "	68	52	1 30
Bennett's Cove, do .....	4	1	24	" 4, "	68	58	2 50
Newtown, do .....	1	2	16	" 4, "	68	56	1 60
Gambo, do .....	1	2	0	" 4, "	68	44	1 60
Job's Cove, District of Bay-de-Verde.....	1	2	0	" 4, "	68	57	1 60
Island Cove, do .....	3	2	0	" 4, "	68	51	2 20
Blackhead, do .....	1	1	12	" 4, "	68	40	1 60
Freshwater, do .....	0	3	38	" 4, "	68	36	1 30
Comfort Cove, District of Twillingate.....	9	2	23	" 4, "	68	55	4 00
Beavertown, do .....	6	2	39	" 4, "	68	54	3 10
Peter's Arm, do .....	20	0	0	" 4, "	68	47	7 00
Lewisporte, do .....	1	2	35	" 5, "	68	39	1 60
Seal Bay, do .....	6	0	0	Jan. 24, "	68	29	2 80
Botwoodville, do .....	40	0	0	" 24, "	68	24	13 00
Lewisporte, do .....	15	1	18	" 24, "	68	22	5 80
Aspen Cove, District of Trinity .....	3	3	0	Feb. 4, "	68	53	2 20
Elliston, do .....	9	0	0	" 4, "	68	43	3 70
Burgoyne's Cove, do .....	4	0	12	" 4, "	68	33	2 50
Blaketown, do .....	9	1	16	Jan. 24, "	68	21	4 00
Little Harbor, do .....	5	2	0	" 24, "	68	31	2 80
Hickman's Harbor, do .....	32	1	32	" 24, "	68	26	10 90
Upper Lance Cove, do .....	8	3	12	" 24, "	68	27	3 70
Brown's Cove, District of Fogo.....	0	0	32	Feb. 4, "	68	37	1 30
Little Salt Island, District of Fogo.....	0	0	20	" 4, "	68	34	1 30

*Return of Crown Land Grants Issued*

No.	Date of Issue.	Name.	No. of Grant.
117	Feb. 25	Elias Blake .....	10453
118	25	Robert Scott, jr .....	10462
119	25	Henry Wills .....	10401
120	25	William Head.....	10413
121	25	William Gillingham .....	10406
122	Mar. 11	Charles Fancey.....	10471
123	11	William Clarke .....	10482
124	11	Thomas B. Coombs.....	10481
125	11	Victoria Grandy.....	10472
126	11	Samuel Taylor .....	10469
127	11	William J. Clarke.....	10476
128	11	Richard LeDrew .....	10477
129	11	Benjamin Lear.....	10488
130	11	Reuben Snelgrove.....	10489
131	11	James Burry.....	10473
132	11	William Heath.....	10484
133	11	James Warren .....	10469
134	16	James Halley .....	10485
135	30	Edward Kennedy .....	10510
136	30	John Purchase .....	10495
137	30	Denis Mahoney .....	10494
138	30	Orlando Bungy .....	10475
139	30	James Maher .....	10530
140	30	George Spencer .....	10527
141	30	William Joyce .....	10486
142	30	Robert Fowlow .....	10474
143	30	Josiah Dalton .....	10490
144	30	William T. Duffitt.....	10491
145	30	William Langdon .....	10514
146	30	William Young .....	10518
147	30	Stephen Taylor.....	10528
148	30	Samuel Roberts .....	10519
149	30	Reuben Cole .....	10505
150	30	James Hefferman.....	10538
151	36	Joseph Squires .....	10470
152	30	Thomas Maddock, jr.....	10493
153	30	Nathan Hussey .....	10492
154	30	James G. Gillingham.....	10503
155	30	Samson Abbott.....	10529
156	30	Newfoundland Conference .....	10510
157	30	Jesse and Ernest Hicks.....	10504
158	30	Thomas, Louis and Pierce Francis.....	10496
159	30	Samuel LeDrew.....	10480
160	30	John King, jr.....	10483
161	30	Isaac, Alfred, Edward and Anne Merley.....	10524
162	30	Andre Hinds.....	10506
163	30	Charles Martin.....	10513
164	30	Hannah Corner .....	10531
165	30	Maurice E. Boland .....	10522
166	30	Isaac O'Quinn .....	10515
167	30	Fred H. White.....	10497
168	30	Thomas Porter .....	10511
169	30	Frederick C. White.....	10517
170	30	Herbert Carter.....	10508
171	30	Henry McWhirter.....	10536
172	30	James Noseworthy .....	10516
173	30	Edward H. Butt.....	10520
174	30	Nathaniel Butt .....	10533
175	30	Denis F. Meaney.....	10525

during the year 1904-1905.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
	A.	R.	P.				
Gander Bay, District of Fogo.....	4	3	32	Feb. 4, 1905	68	41	\$2 50
do do .....	19	1	8	" 4, "	68	38	7 00
Dog Bay, do .....	8	2	24	" 4, "	68	32	4 30
Gander Bay, do .....	5	1	18	" 4, "	68	25	3 10
do do .....	1	0	14	Jan. 24, "	68	30	1 60
Skinner's Harbor, District of Fogo.....	0	3	17	Feb. 13, "	68	68	1 30
Victoria Village, District of Carbonar.....	3	0	0	" 13, "	68	72	1 90
Lamaline, District of Burin .....	1	0	0	" 13, "	68	69	1 30
Garnish, District of Fortune Bay.....	1	0	22	" 13, "	68	70	1 30
Middle Bight, District of Harbor Main.....	19	2	11	" 13, "	68	71	7 00
Broad Cove, District of St. John's West.....	13	3	20	" 13, "	68	63	5 20
Pilley's Island, District of Twillingate.....	2	1	0	" 13, "	68	64	1 90
Sunday Cove Island, District of Twillingate.....	8	2	22	" 28, "	68	62	3 70
Birchy Island, District of Twillingate.....	5	1	24	" 28, "	68	61	2 80
Bunyans Cove, District of Bonavista.....	17	2	0	" 13, "	68	67	6 40
Sloop's Arm, do .....	2	3	24	" 13, "	68	65	1 90
Glovertown, do .....	8	1	1	" 13, "	68	60	3 70
Topsail Road, District of Harbor Main.....	5	0	0	" 13, "	68	77	2 50
Avondale, do .....	280	0	0	Mar. 14, "	68	106	85 00
Harbor Grace, District of Harbor Grace.....	0	0	16	" 3, "	68	85	1 30
North River, District of Port-de-Grave.....	3	2	32	" 3, "	68	81	2 20
Jersey Harbor, District of Fortune Bay .....	0	0	20	Feb. 13, "	68	81	1 30
Little Placentia, District of Pla. & St. Mary's	1	0	14	Mar. 14, "	68	107	1 60
Fortune, District of Burin.....	2	3	10	" 14, "	68	108	1 90
Whale Cove, District of Burin.....	0	2	22	Feb. 13, "	68	76	1 30
Trinity, District of Trinity.....	0	0	34	" 13, "	68	82	1 30
Rocky Brook, District of Trinity.....	7	3	27	Mar. 3, "	68	74	3 40
New Burnt Cove, District of Trinity.....	12	2	2	" 3, "	68	73	4 90
Garganelle, District of St. Barbe.....	4	3	10	" 14, "	68	100	2 50
Bonne Bay, do .....	1	0	21	" 14, "	68	93	1 60
do do .....	7	3	17	" 14, "	68	90	3 40
do do .....	5	0	5	" 14, "	68	92	2 80
Bunyan's Cove, District of Bonavista .....	16	3	10	" 14, "	68	114	6 10
Port Blandford, do .....	43	0	0	" 14, "	68	10	13 90
Gambo, do .....	30	0	0	Feb. 13, "	68	87	10 00
King's Cove, do .....	1	3	24	Mar. 3, "	68	83	1 60
Charlottetown, do .....	19	3	0	" 3, "	68	75	7 00
Gander Bay, District of Fogo.....	8	1	36	" 14, "	68	116	3 70
Doting Cove, do .....	0	3	7	" 14, "	68	112	1 30
Indian Islands, do .....	0	1	0	" 14, "	68	111	1 00
Noggin Cove, do .....	9	3	32	" 14, "	68	109	4 00
Gander Bay, do .....	40	0	0	" 3, "	68	86	18 00
Change Islands, do .....	3	3	14	Feb. 13, "	68	80	2 20
do do .....	0	3	14	" 13, "	68	78	1 30
Giles Point, Humber Sound, Dis. St. George	5	2	31	" 13, "	68	91	2 80
Woods Island, District of St. George.....	2	1	11	" 13, "	68	99	1 90
Codroy Village, do .....	42	0	0	" 13, "	68	113	13 60
Crabb's Crossing, do .....	42	2	20	" 13, "	68	117	13 90
Curling, do .....	0	1	26	" 13, "	68	97	1 30
Grand River, Codroy, do .....	10	0	0	" 13, "	68	88	4 00
Stephenville Road, do .....	5	2	32	" 13, "	68	103	2 80
Mount Moriah, do .....	20	0	0	" 13, "	68	95	7 00
Shallop Cove, do .....	38	0	0	" 13, "	68	115	12 40
Humber Mouth, do .....	6	3	34	" 13, "	68	89	3 10
do do .....	4	1	15	" 13, "	68	101	2 50
Middle Arm Bay of Islds., Dis. of St. George	1	3	28	" 13, "	68	105	1 60
do do do .....	20	0	0	" 13, "	68	104	7 00
do do do .....	20	0	0	" 13, "	68	102	7 00
Humber River, District of St. George.....	0	3	34	Mar. 14, "	68	96	1 30

*Return of Crown Land Grants Issued*

No.	Date of Issue.	Locality.	No. of Grant.
176	Mar. 30	George Mosher.....	10526
177	30	George W. Arnott.....	10523
178	30	Adolphe Gallant.....	10508
179	30	Edward Hayes.....	10509
180	30	Prosper Mosher.....	10532
181	30	Owen J. Owen.....	10498
182	Apl. 8	Diocesan Synod.....	10411
183	8	Daniel A. Ryan.....	10538
184	May 6	Tobias Smith.....	10479
185	11	Abraham Snow.....	7434
186	13	Joseph J. Barnes.....	10614
187	17	Fred. Snelgrove & Sons.....	10552
188	27	William Carberry.....	10546
189	30	Charles Warford.....	8793
190	30	John J. Murphy.....	10365
191	June 5	Aaron Smith & Bros.....	10592
192	5	George Tilley.....	10631
193	5	Joseph Thorne.....	10597
194	5	Joseph Pelley.....	10583
195	5	Joseph Pelley.....	10563
196	5	Philip Templeman & Bros.....	10590
197	5	Antonio Joseph.....	10604
198	9	Abel Bown.....	10612
199	9	Eli Taylor.....	10560
200	9	John and Henry Pearce.....	10595
201	9	Thomas J. Ryall.....	10586
202	9	Anthony Blanchard.....	10534
203	9	Magloir Blanchard.....	10521
204	9	Barzillai Brown.....	10567
205	9	Jesse Hann.....	10540
206	9	Elijah Froud.....	10624
207	9	Henry Duffitt.....	10545
208	9	Samuel Dicks.....	10574
209	9	Philip E. Elford.....	10543
210	9	Elias Harris.....	10557
211	17	R. C. Episcopal Corporation.....	9958
212	29	do.....	10692
213	29	Joshua Butt.....	10547
214	29	James Bussey.....	10549
215	29	Robert Bragg.....	10615
216	29	William G. Ball.....	10613
217	29	Tobias Abbott.....	10551
218	29	J. and G. Abbott.....	10566
219	30	Frederick G. Roberts.....	10584
220	30	Joseph Burden.....	10550
221	30	Daniel Bungy.....	10565
222	30	Joseph Chaffey.....	10611
223	30	Hugh Burt.....	10569
224	30	Stephen Blundon.....	10568
225	30	Arthur Blake.....	10570

Department of Agriculture and Mines,  
St. John's, Newfoundland, June 30th, 1905.

during the year 1904-1905.

Locality.	Area.			Date of Grant.	Registry.		Amount of Fee.
					Vol.	Folio.	
Humber River, District of St. George.....	6	0	16	Mar. 14, 1905	68	94	\$3 10
do do .....	20	0	0	" 14, "	68	98	7 00
Woods Island, do .....	13	2	38	" 14, "	68	119	5 20
Codroy, do .....	47	0	0	" 14, "	68	122	15 40
Three Rock Cove, do .....	35	0	5	" 14, "	68	118	11 80
Bay of Islands, do .....	3	0	2	" 14, "	68	121	2 20
Upper Lance Cove, District of Trinity.....	3	0	24	Jan. 24, "	68	79	1 00
Hawke's Harbor, Labrador .....	20	1	36	Mar. 21, "	68	129	7 30
Snooks Harbor, District of Trinity.....	14	0	0	Feb. 13, "	68	66	5 20
Three Island Pond, District of Harbor Main	50	0	0	Aug. 18, 1894	54	28	15 00
Blaketown, District of Trinity .....	7	0	0	Apl. 28, 1905	69	130	3 10
Lower Island Cove, District of Bay-de-Verde	46	0	0	Mar. 21, "	68	123	13 80
Burgoyne's Cove, District of Trinity.....	5	2	20	" 21, "	68	124	2 80
Lance Cove, District of Harbor Main.....	10	3	8	Nov. 23, 1899	61	109	4 30
Gambo, District of Bonavista.....	8	1	0	Dec. 5, 1904	68	130	3 70
Sulley's Brook, District of Trinity .....	4	0	0	Apl. 5, 1905	68	132	2 20
Lower Shoal Harbor, District of Trinity.....	7	0	39	" 28, "	68	136	3 40
Trinity, District of Trinity.....	0	2	14	" 28, "	68	135	1 30
Hickman's Harbor, District of Trinity.....	2	2	0	" 5, "	68	138	1 90
do do .....	14	3	21	" 5, "	68	139	5 50
Bonavista, District of Bonavista .....	10	2	24	" 5, "	68	134	4 30
Bay of Island, District of St. George.....	25	0	0	" 28, "	68	137	8 50
Change Islands, District of Fogo.....	1	0	18	" 28, "	68	144	1 60
Middle Bight, District of Harbor Main.....	19	0	11	Mar. 21, "	68	127	7 00
Petty Harbor, District of St. John's West...	0	2	22	Apl. 5, "	68	148	1 30
Humber River, District of St. George.....	160	0	0	" 5, "	68	145	5 00
St. George, District of St. George.....	3	2	8	Mar. 14, "	68	149	2 20
do do .....	4	0	0	" 14, "	68	150	2 20
Wesleyville, District of Bonavista.....	5	1	34	Apl. 5, "	68	146	2 80
Cross Cove, do .....	3	0	8	Mar. 21, "	68	147	2 20
Smith Sound, District of Trinity.....	3	1	35	Apl. 28, "	68	143	2 20
do do .....	0	3	20	Mar. 21, "	68	126	2 80
Flat Islands, District of Burin.....	0	2	28	Apl. 5, "	68	142	1 30
Fortune, do .....	0	0	21	Mar. 21, "	68	128	1 30
Grand Bank, do .....	8	2	0	" 21, "	68	125	3 70
Stephenville, District of St. George's.....	277	0	0	Jan. 25, 1904	65	53	1 00
Codroy, District of St. George's.....	200	0	0	June 8, 1905	68	164	1 60
Freshwater, District of Bay-de-Verde.....	2	0	19	Mar. 21, "	68	156	1 90
Catalina, District of Trinity.....	2	3	23	" 21, "	68	153	1 90
Shambler's Cove, District of Bonavista.....	1	0	33	Apl. 28, "	68	154	1 60
Scissor's Cove, District of Twillingate.....	14	1	11	" 28, "	68	155	5 50
Musgrave Harbor, District of Fogo .....	1	1	0	Mar. 21, "	68	157	1 30
Ragged Harbor, District of Fogo.....	1	2	22	Apl. 5, "	68	152	1 60
Western Arm, G.B., District of Twillingate	6	3	37	" 5, "	68	165	2 10
Carbonear, District of Carbonear .....	1	0	7	Mar. 21, "	68	163	1 60
Jersey Harbor, District of Fortune.....	1	3	32	Apl. 5, "	68	159	1 60
Crabbs Station, St. George .....	42	3	0	" 28, "	68	158	13 90
Musgrave Harbor, District of Fogo .....	1	0	35	" 5, "	68	160	1 60
Hickman's Harbor, District of Trinity.....	16	0	0	" 5, "	68	161	5 80
Gander Bay, District of Fogo.....	4	1	20	" 5, "	68	162	2 50
	3495	1	23				\$1065 10

J. A. CLIFT,  
Minister of Agriculture and Mines.

*Returns of Licenses to Cut Timber*

Date.	Name.
Oct. 7, 1904	Hon. John Harvey.....
Jan. 5, 1905	George Clarke, Josiah Clarke and Edward Brown.....
Feb. 13, "	Harry J. Crowe.....
Mar. 3, "	E. W. Roberts.....
Mar. 14, "	John D. Copeland, Robert D. Kirk and Ignatius J. Soy.....
Apl. 5, "	Exploits River Pulp and Lumber Company, Limited.....

Department of Agriculture and Mines,  
St. John's, Newfoundland, June 30th, 1905.

*Return of Leases of Mill-Sites and Water*

Date.	Name.
Feb. 4, 1905	Hon. R. K. Bishop, Administrator Estate late G. L. Phillips.....
	A. H. Spracklin and Weston H. Spracklin.....
Apl. 5, "	John P. Chetwynd.....

Department of Agriculture and Mines,  
St. John's, Newfoundland, June 30th, 1905.

*Return of Leases of Quarries*

Date.	Name.
May 15, 1905	Sir James S. Winter.....
	do.....
	do.....

Department of Agriculture and Mines,  
St. John's, Newfoundland, June 30th, 1905.

issued during the year 1904-1905.

Locality.	Area. (Sq. Miles)	Annual Rental.	Bonus.
Inland Gander Bay, District of Fogo.....	27½	\$55 00	\$55 00
West Pond, Hall's Bay, District of Twillingate .....	16	32 00	32 00
White Bay, District of St. Barbe.....	63½	127 00	127 00
Western Arm, White Bay .....	77	154 00	154 00
Sandwich Bay, Labrador .....	130	260 00	260 00
Peter's Arm River, Exploits Bay.....	13	26 00	26 00

J. A. CLIFT,  
*Minister of Agriculture and Mines.*

Powers issued during the year 1904-1905.

Locality.	Annual Rental.
S. E. Brook, S. W. Arm, New Bay, District of Twillingate .....	\$5 00
Broad Cove Brook, Clode Sound, District of Bonavista.....	5 00
Cinq Cerf Brook, District of Burgeo and LaPoile .....	5 00

J. A. CLIFT,  
*Minister of Agriculture and Mines.*

issued during the year 1904-1905.

Locality.	Area.			Annual Rental.
	A.	R.	P.	
Random Island, District of Trinity.....	80	0	0	\$20 00
do do .....	80	0	0	20 00
do do .....	80	0	0	20 00

J. A. CLIFT,  
*Minister of Agriculture and Mines.*

*Return of Ninety-nine Year Mining Leases*

Date.	Registry.		Name.	Residence.
	Vol.	Folio.		
1904.				
July 9	5	112	The Barachois Mining Company, Ltd.....	St. John's .....
9	5	113	Robert Watson .....	St. John's .....
26	5	114	Richard Harvey .....	St. John's .....
Aug. 18	5	115	Alex. McLachlan, R. McIntyre & D. M. Baird	St. John's .....
Dec. 5	5	116	William H. Crowell.....	Glenwood .....
1905.				
Feb. 4	5	117	Wm. Campbell, H. A. Morrissey & M. P. Gibbs	St. John's .....
Apl. 28	5	118	George T. Carty .....	St. John's .....
28	5	119	R. K. Bishop (Executor), and John Harvey...	St. John's .....
28	5	120	do do .....	St. John's .....
28	5	121	do do .....	St. John's .....
28	5	122	do do .....	St. John's .....
28	5	123	do do .....	St. John's .....
28	5	124	R. K. Bishop, John Harvey & J. H. Freeman	St. John's .....
June 8	5	125	Robert B. Job .....	St. John's .....
8	5	126	Thomas C. Doan.....	St. John's .....

Department of Agriculture and Mines,  
St. John's, Newfoundland, June 30th, 1905.

*Return of Fee-Simple Mining Grants*

Date.	Registry.		Name.	Residence.
	Vol.	Folio.		
1904.				
July 4	1	81	Frederick W. Andrews.....	St. Stephen, N. B.....
4	1	82	Robert G. Rendell .....	St. John's .....
Sept. 1	1	83	Selina S. Sullivan.....	Presque, Placentia Bay...
1	1	84	do .....	do do

Department of Agriculture and Mines,  
St. John's, Newfoundland, June 30th, 1905.



issued during the year 1904-1905.

Fee.	Locality.	Remarks.
\$156 00	Robinson's Brook, Bay St. George .....	39 Locations.
52 00	Inland Fischell's Brook, Bay St. George.....	13 "
20 00	Nipper's Harbor, Notre Dame Bay.....	
32 00	Fischell's Brook, Bay St. George.....	8 "
40 00	Dead Wolf Brook, Gander River .....	2 "
80 00	Inland Foxtrap, Conception Bay.....	4 "
4 00	Fox Island River, Port-a-Port Bay.....	
20 00	Devil's Cove, Baie Verte, District of St. Barbe .....	
20 00	Ming's Point, District of St. Barbe.....	
20 00	Bottom of Ming's Bight, District of St. Barbe.....	
20 00	Granite Cove Bight, District of St. Barbe.....	
20 00	Lanseau Bois Cove, District of St. Barbe.....	
20 00	Coachman's Cove, Baie Verte, District of St. Barbe.. ..	
52 00	Ming's Bight, District of St. Barbe.....	13 "
40 00	Dead Island, Labrador .....	2 "
\$596 00		

J. A. CLIFT,  
Minister of Agriculture and Mines.

issued during the year 1904-1905.

Fee.	Locality.	Remarks.
\$1 00	Inland Foxtrap, Conception Bay.. ..	4 Locations.
1 00	Stocking Harbour, Notre Dame Bay.....	1 do
1 00	Presque Arm, Placentia Bay.....	9 do
1 00	Red Cove and Great Bonia, Placentia Bay.....	4 do
\$4 00		

J. A. CLIFT,  
Minister of Agriculture and Mines.

Date.	Registry.		Name.
	Vol.	Folio.	
1904			
July 18	15	156	Nathaniel Davis.....
19	15	147	Simon Tooton, Kaleem Noah and Michael P. Gibbs .....
20	15	148	Samuel Parsons .....
Aug. 9	15	149	Benjamin C. Bailey .....
16	15	151	Edgar C. Moxham .....
17	15	152	J. Sinclair Tait, M.D.....
22	15	153	George H. Pearce.....
22	15	154	Samuel Fogwill .....
23	15	155	Donald Morison.....
27	15	156	John A. Davidson.....
29	15	157	Assad and Alex. Kawaja, M. L. Parrell and Catherine Colbert, Adm.....
Sept. 1	15	158	J. Sinclair Tait.....
1	15	159	J. Sinclair Tait.....
3	15	160	P. F. and E. W. LeMessurier and Wilfred A. H. Long.....
7	15	161	Frank J. Morris and James Murphy.....
10	15	162	Charles R. Thomson.....
10	15	163	Charles R. Thomson.....
23	15	164	William A. Bartlett .....
23	15	165	Samuel Fogwill, Wm. Baird and J. Sinclair Tait .....
29	15	166	Charles F. Taylor .....
Oct. 5	15	167	James P. Crotty and Thomas Smyth.....
1	15	168	James M. Andrews.....
10	15	169	Assad Kawaja.....
10	15	170	Assad Kawaja.....
10	15	171	Rev. A. Pittman, Wm. Walker, A. G. Gullen and Josiah Saunders.....
17	15	172	Jas. J. Channings, T. Wall, E. G. Hunter, Jas. O'Neil, L. Hannaford, P. Clarke, Thos. Fitzgibbon, Wm. G. Pippy and Jos. C. Perez.....
25	15	173	Assad Kawaja.....
25	15	174	Samuel Ruby .....
Nov. 5	15	175	William F. Canning.....
8	15	176	Assad Kawaja.....
10	15	177	A. B. Morine, M. P. Gibbs and Weston Spracklin .....
10	15	178	A. B. Morine, M. P. Gibbs and Weston Spracklin.....
15	15	179	J. Sinclair Tait, M.D.....
15	15	180	J. Sinclair Tait, M.D.....
25	15	181	Alexander H. Bown.....
25	15	182	J. Sinclair Tait, M.D.....
25	15	183	J. Sinclair Tait, M.D.....
29	15	185	Edwin W. Roberts .....
29	15	186	Thomas A. Maher .....
Dec. 2	15	187	Cyril Tessier .....
5	15	188	Hon. James Baird.....
14	15	189	Frederick Hartley, Alfred Manley and M. P. Gibbs .....
20	15	184	George Hodder, senior.....
20	15	190	J. Sinclair Tait, M.D.....
24	15	191	Hon. George H. Emerson.....
1905			
Jan. 3	15	192	J. Sinclair Tait, M.D.....
19	15	193	George Hodder, senior.....
19	15	194	Annie Oxley.....
20	15	195	Cyril W. G. Tessier .....
20	15	196	Charles W. H. Tessier.....
23	15	197	Robert K. Bishop .....
Feb. 3	15	198	George Hodder.....
10	15	199	George Roberts.....
Mar. 1	15	200	Richard White.....
3	15	201	The International Nickel and Copper Company, Limited .....
6	15	202	Charles W. H. Tessier.....
8	15	203	Robert Small, Robert Boyd, junior, and Jas. F. Eskildson.....

during the year 1904-1905.

Residence.	Fee.	Locality.	Remarks.
Harbor Grace.....	\$10 00	Inland Mosquito, District of Carbonear.....	
St. John's .....	70 00	St. John's Island, District of St. Barbe.....	
Long Island, N.D. Bay...	10 00	Hardrix, or Seal Island, Notre Dame Bay.....	
Nipper's Harbor, N.D.B.	10 00	Nipper's Harbor Islands, Notre Dame Bay.....	
New York, U.S.A.....	60 00	Ramah Bay, Labrador.....	
St. John's .....	30 00	Strong Islands, New Bay, Notre Dame Bay.....	
Western Cove, White Bay	10 00	Clay Cove, White Bay.....	
St. John's .....	10 00	N. W. Arm, Fortune Harbor, Notre Dame Bay	
St. John's .....	10 00	Nipper's Harbor, Notre Dame Bay.....	
Chicago, Ill., U.S.A.....	10 00	Between Venain's Bight & Snooks Arm, N.D.B	
St. John's & Hr. Grace...	20 00	St. Julien's Harbor, District of St. Barbe.....	
St. John's .....	20 00	Inland Rabbitt's Arm, Notre Dame Bay .....	
St. John's .....	20 00	Inland Cuttle Cove, New Bay, N. D. Bay.....	
St. John's .....	10 00	Inland North Arm, Holyrood, Conception Bay	
St. John's & Hr. Main ...	20 00	Bottom of North Arm, Holyrood, C.B.....	
St. John's .....	20 00	Between St. Sulien's & Crox Hr., Dis. St. Barbe	
St. John's .....	10 00	N. Side Great Goose Harbor, Dis. of St. Barbe	
Bay Roberts.....	10 00	Man O' War, or Walker's Cove, West'n A., W.B	
St. John's .....	20 00	Mouse Cove, South Arm, N.B., N. D. Bay .....	
St. John's .....	20 00	Gull Island, Badger Bay, Notre Dame Bay.....	
St. John's .....	20 00	Inland Long Pond, Conception Bay.....	
Western Arm, New Bay..	10 00	S.W. Arm, New Bay, Notre Dame Bay .....	
St. John's .....	10 00	Goose Cove, Hare Bay, District of St. Barbe....	
St. John's .....	10 00	How Harbor, Hare Bay, District of St. Barbe..	
Tilt Cove, N.D. Bay.....	10 00	Gull Cliff, Hall's Bay Head.....	
St. John's .....	10 00	Oil Island, Notre Dame Bay.....	
St. John's .....	10 00	Goat Island, N. of St. Julien's, Dist. St. Barbe	
St. John's .....	50 00	Inland Hopewell, Conception Bay.....	
St. John's .....	10 00	Northern Bay, Bay-de-Verde .....	
St. John's .....	10 00	Winter Cove, St. Barbe Bay.....	
St. John's .....	10 00	Roddick's Bight, Labrador .....	
St. John's .....	30 00	Inland Rowsell's Harbor, Labrador.....	
St. John's .....	10 00	N. Isld., Exploits Burnt Islands, N. D. Bay....	
St. John's .....	10 00	Sunday Cove Island, Notre Dame Bay .....	
St. John's .....	10 00	Topsail, Conception Bay .....	
St. John's .....	20 00	South Arm, New Bay, Notre Dame Bay.....	
St. John's .....	20 00	Rabbitt's Arm, Notre Dame Bay .....	
St. John's .....	10 00	Shoal Tickle and Stag Islands, N. D. Bay.....	
St. John's .....	10 00	Big St. Julien's Harbor, District St. Barbe ...	
St. John's .....	10 00	Tickle Point, Trinity Bay.....	
St. John's .....	50 00	Inland Baie Verte, District St. Barbe.....	
St. John's .....	40 00	S. W. Cove, Crox Harbor, District St. Barbe...	
Twillingate .....	10 00	Bluff Head, South Island, Twillingate .....	
St. John's .....	20 00	Sunday Cove Island, Notre Dame Bay.....	
St. John's .....	40 00	Clay Cove, near Indian Bay, Bonavista Bay....	
St. John's .....	10 00	Hummock Island, Bay of Exploits .....	
Twillingate .....	10 00	Twillingate, North Island.....	
St. John's .....	60 00	Kelligrews, Conception Bay.....	
St. John's .....	10 00	Inland Cuttle Cove, New Bay, N. D. Bay.....	
St. John's .....	10 00	Fleur de Lys Harbor, District St. Barbe.....	
St. John's .....	10 00	Rowsell's Harbor, Labrador.....	
Twillingate .....	10 00	North Island, Twillingate.....	
Twillingate .....	20 00	Burnt Island, Twillingate.....	
St. John's .....	40 00	Hebron, Labrador.....	
Boston, Mass., U.S.A.....	70 00	Chapel Island, Notre Dame Bay.....	
St. John's .....	10 00	Hebron, Labrador.....	
Tizzard's Harbor, N.D.B.	10 00	"Toad's Asses," New World Island, N.D. Bay	

## Return of Mining Leases

Date.	Registry.		Name.
	Vol.	Folio.	
1905			
Mar. 10	15	204	Robert B. Job.....
10	15	205	William B. Gladding.....
10	15	206	William B. Gladding.....
Apl. 10	15	207	James Bowering.....
Mar. 30	15	208	Samuel Fogwill, James A. Branscombe and Henry Bartlett.....
May 9	15	209	Thomas E. Wells and Enos England.....
Apl. 1	15	210	George D. Mumford.....
1	15	211	George D. Mumford.....
1	15	212	George D. Mumford.....
4	15	213	Wm. Churchill, F. J. Morris, J. Anderson (Exetr.) and S. A. Churchill Richard Roach and William Clements.....
5	15	214	John H. Freeman.....
10	15	215	Charles H. Emerson.....
13	15	216	Richard White.....
13	15	217	Richard White.....
13	15	218	William Campbell.....
14	15	219	George D. Mumford.....
14	15	220	George D. Mumford.....
15	15	221	George Hodder, sr., E. C. Chandler, M.D. and F. A. Scott.....
19	15	222	Charles W. H. Tessier.....
25	15	223	The International Nickel and Copper Company, Limited.....
May 8	15	224	E. C. Chandler, M.D., George Hodder, sr. and Frederick A. Scott.....
13	15	225	Wm. Wyatt, Wm. James, Fred. Knight, Wm. Campbell, Charles Hutchings, Archibald Lindsay and Arthur Donnelly.....
17	15	226	George D. Mumford.....
17	15	227	George D. Mumford.....
17	15	228	George D. Mumford.....
17	15	229	George D. Mumford.....
17	15	230	George E. Mumford.....
18	15	231	Michael Connolly and Edward Doheney.....
25	15	232	Annie Oxley.....
30	15	233	Patrick F. James.....
30	15	234	Richard D. Walsh, Patrick Burke and James Norris.....
30	15	235	Robert B. Job.....
June 1	15	236	Alexander McDougall.....
1	15	237	Robert B. Job.....
3	15	238	John J. St. John.....
3	15	239	William E. Bearnis.....
3	15	240	Daniel J. Curtin.....
5	15	241	Edward Doyle.....
5	15	242	Edward Doyle.....
7	15	243	John H. Freeman.....
7	15	244	John J. St. John.....
8	15	245	Henry A. Morrissey and William Campbell.....
8	15	246	William Cook.....
8	15	247	Robert B. Job.....
June 8	15	248	William Cook.....
10	15	249	Edward F. Harvey.....
15	15	250	Kaleem Noah.....
16	15	251	William Campbell.....
17	15	252	William Campbell.....
29	15	253	Charles F. Taylor.....
30	15	254	Michael L. Parrell.....

during the year 1904-1905.

Residence.	Fee.	Locality.	Remarks.
St. John's .....	\$140 00	Child's Brook, Gander River.....	
New York, U.S.A.....	470 00	Between Venafns Bight & Burton's Pd., N.D. B	
New York, U.S.A.....	150 00	Beaver Cove, Inland Tilt Cove, N. D. Bay .....	
North Sydney, Dom. Can	30 00	Black Island, Labrador .....	
St. John's .....	20 00	Snow's Pond, inland Clarke's Beach, C.B.....	
Little Bay, N. D. Bay.....	50 00	Inland Ming's Bight, District St. Barbe.. .....	
New York, U.S.A.....	30 00	Sunday Cove Island, N. D. Bay .....	
New York, U.S.A.....	120 00	Bt. Crescent Lake & Woodford's Arm, N.D.B..	
New York, U.S.A.....	60 00	Between Nippers Cove & Rabbitt's Arm, N.D.B	
St. John's			
Topsail & Bell Island, C.P	40 00	Bell Island, Conception Bay.....	
St. John's .....	10 00	Near Long Pond, Conception Bay .....	
St. John's .....	10 00	Thomson Is., Parson's Pond, Dist. St. Barbe ...	
St. John's .....	20 00	Inland Ming's Bight, District St. Barbe.....	
St. John's .....	20 00	Inland Ming's Bight, District St. Barbe.....	
St. John's .....	20 00	Inland Holyrood, Conception Bay.....	
New York, U.S.A.....	10 00	Pilley's Island, Notre Dame Day .....	
New York, U.S.A.....	210 00	Pilley's Island, Notre Dame Bay .....	
Twillingate, N.D. Bay.....	10 00	Platter's Head, South Is., Twillingate, N.D. Bay	
St. John's .....	10 00	Inland Ming's Bight, District St. Barbe.....	
Boston, Mass., U.S A.....	60 00	Tizzard Harbor, New World Island, N. D. Bay	
Twillingate, N.D. Bay.....	10 00	Kiddle Cove, South Is., Twillingate, N. D. Bay	
St. John's .....	10 00	Pitt Sound Island, Bonavista Bay.....	
New York, U.S.A.....	320 00	Inland Betts Cove, Notre Dame Bay.....	
New York, U.S.A.....	180 00	Great Triton Island, Notre Dame Bay.....	
New York, U.S.A.....	100 00	Rabbitts Arm, Middle Arm, North Arm, N.D.B	
New York, U.S.A.....	10 00	Baie Verte, District St. Barbe .....	
New York, U.S.A.....	110 00	Inland Baie Verte, District St. Barbe .....	
St. John's .....	20 00	Little Bay, Notre Dame Bay.....	
Topsail, C.B.....	10 00	Near Kelligrews, Conception Bay .....	
St. John's .....	20 00	Topsail, Conception Bay.....	
Little Bay, N.D. Bay			
Three Arms, N.D. Bay...	20 00	N. of Davies Pond, inland Little Bay, N.D.B...	
St. John's .....	20 00	Manuels, Conception Bay.....	
St. John's .....	20 00	Inland Ming's Bight, District St. Barbe.....	
St. John's .....	10 00	Long Pond, Conception Bay .....	
St. John's .....	10 00	Inland Ming's Bight, District St. Barbe.. .....	
St. John's .....	20 00	Inland Ming's Bight, District St. Barbe.....	
St. John's .....	10 00	Inland Fox Trap, Conception Bay.....	
St. John's .....	20 00	Inland Ming's Bight, District St. Barbe.....	
St. John's .....	10 00	Inland Ming's Bight, District St. Barbe.....	
St. John's .....	10 00	Topsail, Conception Bay.....	
St. John's .....	10 00	Inland Foxtrap, Conception Bay .....	
St. John's .....	10 00	Inland Foxtrap, Conception Bay .....	
St. John's .....	20 00	Seal Bay, Notre Dame Bay.....	
St. John's .....	120 00	Raie Verte, District St. Barbe.....	
St. John's .....	10 00	Halls Bay Head, Notre Dame Bay .....	
St. John's .....	20 00	Coachman's Cove, District St. Barbe.....	
St. John's .....	10 00	Duck Island, Baie Verte, St. Barbe.....	
St. John's .....	10 00	Between Topsail Head and Horse Cove, C.B ...	
St. John's .....	20 00	Inland Upper Gullies, Conception Bay.....	
St. John's .....	10 00	Little Narrows Island, Labrador.....	
St. John's .....	10 00	Cape Rouge Harbor, District St. Barbe.....	
	\$3800 00		

J. A. CLIFT.  
Minister of Agriculture and Mines.

STATEMENT OF EXPENDITURE OF THE COLONY OF NEWFOUNDLAND, FOR THE FINANCIAL YEAR ENDED  
THE 30th JUNE, 1905, AS PER SUMMARY HEADS.

No.	Summary Head.	Net Grants & Loan Balances.	Expenditure.	Grants Exceeded.	Grants Un- expended.
I.	Interest on Public Debt, Sinking Fund, etc .....	\$801,782 00	\$808,920 41	\$7,138 41	
II.	Civil Government .....	134,128 00	131,147 45		\$2,980 55
III.	Pensions .....	11,126 00	10,025 96		1,100 04
IV.	Administration of Justice .....	161,883 00	160,497 05		1,386 28
V.	Legislation .....	36,232 68	36,131 81		100 87
VI.	Education .....	196,322 05	196,192 10		129 95
VII.	Public Charities.....	234,386 00	218,288 39		16,097 61
VIII.	Lighthouses, Signal Stations, etc.....	67,917 50	64,664 79		3,252 71
IX.	Agriculture & Mines, including Land Surveys .....	24,120 00	22,776 67		1,343 33
X.	Marine and Fisheries .....	69,689 12	63,616 18		6,072 94
XI.	Roads, Bridges, Ferries, Railways, etc.....	168,642 88	166,894 67		1,748 21
XII.	Post Office .....	350,661 63	350,573 51		88 12
XIII.	Customs .....	110,584 68	110,584 68		
XIV.	Contingencies .....	19,300 10	19,224 51		75 59
XV.	Elections .....	38,100 00	38,338 03	238 03	
	Total Current Expenditure .....	\$2,424,975 77	\$2,397,876 21	\$7,376 44	\$34,376 20
	Audit Act (Sec. 33b) .....		45,938 18		
	Surplus Trust Fund Balance, including transfer 1904-05.....	234,180 13	96,507 60		137,672 53
	Capital Account .....				
	Loans :				
	61 Vic., Cap 10 (1898) Balance .....	10,000 00			10,000 00
	61, 62, 63 Vic., Cap. 33 (Ag. Bonus) Balance .....	46,272 25	19,564 47		26,707 78
	63 Vic., Cap. 37 (1899) Balance .....	5,130 40	2,738 72		2,391 68
	5th Ed. VII., Cap. 1, includes :—				
	(1.) 3rd Ed. VII., Cap. 17, 1903 .....	711,962 48	60,321 97		651,640 51
	(2.) 5th Ed. VII., Cap. 2, 1905 .....	208,748 40	31,318 89		177,429 51
	Total .....	\$3,641,169 63	\$2,654,266 04	\$7,376 44	\$1,040,218.21

STATEMENT OF BALANCES ON CURRENT ACCOUNT:—Grants Unexpended.....	\$34,376.20
Grants Exceeded .....	7,376.44
	<hr/>
Grants surrendered to Treasury.....	\$26,999.76
	<hr/>

Unexpended Balances on Loans and Trust Account carried to accounts 1905-1805..... \$1,005,842.01

- (1.) At the time of closing accounts for 1904-1905 \$13,000 00 was raised.
- (2.) Balance after paying \$1,691,684 93 account Telegraph Arbitration and expenses of raising Loan.

Examined and found correct,  
 F. C. BERTEAU, *Comptroller and Auditor General.*

E. M. JACKMAN,  
*Minister of Finance and Customs*

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1904-5, by Sub-Heads of Service.

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 Management Sinking Fund } .....	\$801,782 00	\$808,920 41	\$7,138 41	
<i>II.—Civil Government.</i>				
Salaries :—				
Government House .....	2,520 00	2,520 00		
Colonial Secretary's Office.....	7,190 00	6,675 33		\$514 67
Department of Justice.....	2,406 00	2,351 00		55 00
Department of Finance.....	2,850 00	2,587 50		262 50
Department of Agriculture & Mines	10,750 00	10,050 00		700 00
Department of Marine and Fisheries	9,022 00	9,021 92		08
Public Works.....	9,450 00	8,987 70		462 30
Auditor General .....	1,450 00	1,450 00		
Contingencies, viz :—				
Government House .....	2,000 00	2,000 00		
Department Colonial Secretary .....	21,950 00	21,852 88		97 12
Department of Justice.....	735 00	732 17		2 83
Department of Finance.....	1,300 00	1,188 64		111 36
Department of Agriculture & Mines	2,140 00	2,136 25		3 75
Department of Marine and Fisheries	1,600 00	1,595 50		4 50
Department Public Works.. ..	4,850 00	4,274 26		575 74
Department Auditor General.....	650 00	632 12		17 88
Fuel and Light Public Buildings.....	7,921 80	7,916 77		5 03
Insurance and Keepers P. Buildings...	5,697 00	5,694 94		2 06
Pepairs Public Buildings .....	13,046 20	12,880 47		165 73
Salaries under Statutes, viz :—				
Departmental Officers } Audit Act	26,600 00	26,600 00		
Members Board of Works } .....	134,128 00	131,147 45		2,980 55
<i>III.—Pensions.</i>				
As per Act 1898.....	11,126 00	10,025 96		1,100 04
<i>IV.—Administration of Justice.</i>				
Supreme Court, viz :—				
Salaries .....	7,756 00	7,753 00		3 00
Contingencies .....	3,375 00	3,339 96		35 00
Fuel, Light and Supplies .....	4,630 00	4,629 04		96
District Courts, viz :—				
Salaries .....	1,635 00	1,635 00		
Contingencies .....	1,200 00	1,013 21		186 79

\*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, 1904-5, by Sub-Heads of Service—(continued).

Head and Sub-Head of Service.	*Grant, including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
<i>IV.—Administration of Justice.—(Con.)</i>				
Magistracy, viz.:—				
Salaries .....	\$16,396 00	\$15,946 00		\$ 450 00
Contingencies .....	2,900 00	2,894 06		5 94
Constabulary, viz.:—				
Salaries, Central Office } General }	35,275 00	35,274 48		52
Supplies .....	7,053 00	6,883 15		170 56
Repairs .....	1,035 00	1,034 22		78
Rent Outport Barracks .....	1,006 00	999 00		1 00
Conveyance .....	998 29	998 29		
Contingencies.....	1,355 00	1,202 88		152 12
Fuel and Light.....	1,690 00	1,687 27		2 73
Annuities .....	2,302 70	2,293 33		9 37
Fire Department, viz.:—				
Salaries .....	10,985 00	10,985 00		
Supplies .....	3,709 86	3,709 84		02
Repairs .....	728 23	728 23		
Additional Aid.....	882 54	882 54		
Fuel and Light.....	1,886 00	1,883 15		2 85
Contingencies.....	175 00	323 08	148 08	
Insurance of Men .....	140 00	140 00		
Machinery.....	2,200 00	2,173 63		26 37
Medical Attendance.....	500 00	500 00		
St. John's Penitentiary, viz.:—				
Salaries .....	4,546 00	4,546 00		
Industries .....	4,569 00	4,568 49		51
Contingencies .....	212 00	211 15		85
Supplies .....	3,414 50	3,414 24		26
Fuel and Light.....	981 50	981 10		40
Repairs.....	974 00	973 51		49
Court Houses and Gaols, viz.:—				
Salaries .....	1,533 00	1,533 00		
Fuel and Light.....	2,089 00	2,088 08		92
Repairs.....	3,638 00	3,637 50		50
Supplies .....	2,856 00	2,855 79		21
Local Constables Salaries .....	1,542 00	1,037 61		504 39
Miscellaneous, viz.:—				
Prosecutions .....	6,000 00	6,115 26	115 26	
Enquiries and Inquests.....	105 02	12 00		93 02
Registration of Jurors .....	1,013 29	1,013 29		
Inquests.....	501 69	501 69		
Salaries under Statute, viz.:—				
Supreme Court Act.....	18,103 00	18,099 98		02
Special Salaries Act .....				
District Court Act.....				

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th of June, 1904-5, by Sub-Heads of Service (continued).

Head and Sub-Head of Service.	*Grant, including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
<i>V.—Legislation.</i>				
Legislative Council, viz:—				
Salaries .....	\$4,585 00	\$4,847 50	\$262 50	
Printing.....	800 00	725 00		75 00
Contingencies .....	1,845 00	1,397 68		447 32
House of Assembly, viz.:—				
Salaries .....	12,650 00	14,448 44	1,798 44	
Printing.....	6,300 00	2,648 72		3,651 28
Contingencies .....	4,177 68	4,006 86		170 82
General, viz.:—				
Salaries .....	1,630 00	1,335 00		295 00
Printing.....	1,400 00	4,037 40	2,637 40	
Library .....	645 00	501 33		143 67
Fuel and Light .....	985 00	978 22		6 78
Attendance .....	200 00	192 70		7 30
Repairs .....	1,015 00	1,012 96		2 04
<i>VI.—Education.</i>				
Sundry Services, viz.:—				
Extra Grant.....	1,131 51	1,131 51		
Teachers' Pension Fund.....	1,000 00	885 87		114 13
Contingencies.....	1,435 47	1,417 63		17 84
Augmentation and Superior Schools	8,033 32	8,033 32		
Education under Statute, viz.:—				
Scholarships.....	600 00	600 00		
Pensions .....	300 00	300 00		
Grants to Boards.....	107,497 42	107,497 42		
Destitute Places.....	5,977 51	5,977 51		
Higher Education.....	6,026 93	6,026 93		
Pupil Teachers.....	6,045 25	6,045 25		
Encouragement Teachers.....	30,257 53	30,257 57	04	
Industrial .....	3,000 39	3,000 29		10
Colleges .....	10,760 73	10,761 91	1 18	
Inspectors .....	7,560 00	7,560 00		
Additional Inspection.....	1,195 99	1,196 89	90	
Council Higher Education.....	5,500 00	5,500 00		
<i>VII.—Public Charities.</i>				
Relief of Poor Proper, viz.:—				
Salaries, St. John's.....	3,377 00	3,374 22		2 78
Salaries, Outports.....	3,465 00	3,341 98		123 02
Medical Attendance.....	7,049 00	6,978 57		70 43
Permanent and Casual Poor.....	117,440 00	105,497 81		11,942 19
Orphanages.....	6,550 00	6,072 44		477 56
Pauper Lunatics .....	1,140 00	1,138 06		1 94
Conveyance .....	1,000 00	762 37		237 63
Labrador Sick Fishermen.....	800 00	572 78		227 22
Extraordinary .....	2,500 00	2,448 57		51 43

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1904-5, by Sub-Heads of Service—(continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
<i>VII.—Public Charities—(concluded.)</i>				
Relief of Poor Proper, viz.:—				
Contingencies.....	\$805 00	\$768 44		\$36 56
Rent .....	461 00	457 50		3 50
Shipwrecked Crews.....	2,960 00	2,286 14		613 86
E. R. Circulars, No. 2.....		911 81	911 81	
Charitable Societies .....	6,472 00	6,008 73		463 27
Lunatic Asylum, viz.:—				
Salaries .....	8,744 00	8,610 35		133 65
Contingencies.....	200 00	140 44		59 56
Supplies .....	16,960 00	16,950 53		9 47
Fuel and Light .....	5,715 00	3,843 96		1,871 04
Repairs .....	485 00	482 37		2 63
General Hospital, viz.:				
Salaries .....	5 310 00	5,278 00		32 00
Contingencies.....	145 00	143 16		1 84
Maintenance.....	14,170 00	14,152 56		17 44
Repairs .....	2,990 00	2,981 32		8 68
Fuel and Light.....	2,870 00	2,768 13		101 87
Poor Asylum, viz.:—				
Salaries .....	2,276 00	2,276 00		
Contingencies.....	78 50	78 37		13
Maintenance.....	9,225 50	9,225 32		18
Repairs .....	1,580 00	1,577 87		2 13
Fuel and Light .....	1,306 00	1,305 97		03
Public Health, viz.:—				
Salaries, St. John's .....	1,754 00	1,771 00	17 00	
Contingencies.....	418 00	235 83		182 17
Twillingate Hospital .....	80 00	65 18		14 82
Conveyance .....	200 00	32 00		168 00
General (Outports).....	3,000 00	2,320 12		679 88
Labrador .....	1,200 00	2,212 12	1,012 12	
Repairs Lazarette .....	400 00	75 59		324 41
Maintenance.....	1,020 00	958 58		61 42
Fuel and Light.....	300 00	184 20		115 80
<i>VIII.—Lighthouses, Etc.</i>				
Salaries.....	28,679 50	26,195 66		2,483 84
Maintenance and Repairs.....	35,8 5 00	35,821 87		3 13
Contingencies.....	400 00	399 16		84
Block House, viz.:				
Salaries .....	600 00	600 00		
Ammunition .....	450 00	419 51		30 49
Fog Gun, viz.:—				
Salaries .....	100 00	100 00		
Ammunition .....	1,000 00	527 37		472 63

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1904-5, by Sub-Heads of Service —(continued.)

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
<i>VIII.—Lighthouses, Etc.—(conclud'd)</i>				
Noon Gun, viz.:—				
Salaries.....	\$48 00	\$48 00		
Ammunition.....	165 00	40 40		\$124 60
Chronometer Time.....	100 00	100 00		
Sundry Services, viz.:—				
Telephone Service .....	500 00	362 82		137 18
Gas Light, Queen's Wharf.....	50 00	50 00		
<i>IX.—Agriculture and Mines.</i>				
Petty Surveys .....	2,695 82	2,695 82		
Sheep Preservation .....	120 00	120 00		
Coal Exploration.....	10,000 00	10,000 00		
Agricultural Societies.....	4,500 00	4,500 00		
Surveys Public Lands.....	6,804 18	5,460 85		1,343 33
<i>X.—Marine and Fisheries.</i>				
Protection Fisheries, viz.:—				
Salaries .....	5,000 00	4,947 90		52 10
Dildo Hatchery.....	790 00	787 31		2 69
Herring Fishery Protection.....	130 00	120 65		9 35
Expenses S.S. "Fiona".....	20,000 00	19,927 65		72 35
Contingencies .....	1,420 00	1,323 94		96 06
Fisheries Exhibition.....	2,000 00	237 98		1,762 02
Public Wharves.....	650 00	649 60		40
Harbor Master and Boatman .....	500 00	496 16		3 84
Examiners Masters and Mates .....	540 00	537 00		3 00
Marine Works.....	26,899 12	26,899 12		
Cold Storage for Bait.....	5,000 00	1,681 28		3,318 72
Bounty on Ships Built.....	4,000 00	3,256 00		744 00
Enforcement of Bait Laws and Distribution of Bait .....	2,160 00	2,151 59		8 41
Inspector Pickled Fish.....	600 00	600 00		
<i>XI.—Roads, Bridges, Ferries, Railways and Telegraphs.</i>				
Local and Main Roads .....	146,370 88	145,841 01		529 87
Salaries, Halfway Housekeepers.....	682 00	682 00		
Ferries .....	9,090 00	8,973 54		116 46
Lighting and Cleaning St. John's Streets .....	8,250 00	8,250 00		
Railways, viz.:—				
Salaries, Inspector, etc .....	3,000 00	2,135 24		864 76
Contingencies.....	1,250 00	1,012 88		237 12

Statement showing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1904-5, by Sub-Heads of Services.—(continued).

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
<i>XII.—Postal Department.</i>				
Salaries :—				
G. P. Office.....	23,812 00	23,810 60		1 40
Travelling P. Office } Outport P. Masters }	14,844 00	14,803 25		40 75
Labrador.....	717 00	717 00		
Couriers.....	33,537 63	33,537 47		16
Subsidies, viz :—				
Ocean Mail Steamers.....	28,887 00	28,883 42		3 58
Coastal Mail Steamers.....	154,180 00	154,153 60		26 40
Railways.....	42,000 00	42,000 00		
Telegraphs including Marconi.....	35,762 00	35,755 57		6 43
Contingencies.....	16,922 00	16,912 60		9 40
<i>XIII.—Customs.</i>				
Salaries, St. John's :—				
Tidewaiters and Boatmen.....	41,068 71	41,068 71		
Contingencies, St. John's.....	10,729 68	10,729 68		
Salaries Sub-Collectors O.P Salaries Preventive Officers Salaries Tidewaiters & Boatmen }	38,242 84	38,242 84		
Boats and Boat Hire, Outports.....	287 88	287 88		
Offices and Office Rents, Outports...	1,429 85	1,429 85		
Percentage on Duties, Outports.....	8,756 62	8,756 62		
Contingencies, Outports.....	4,226 92	4,226 92		
Revenue Protection Southwest Coast Labrador Service.....	4,912 18 930 00	4,912 18 930 00		
<i>XIV.—General Contingencies.</i>				
General Contingencies.....	19,300 10	19,224 51		75 59
<i>XV.—Elections.</i>				
Elections.....	38,100 00	38,338 03	238 03	
Total on Current Account.....	\$2,424,875 97	\$2,397,876 21	14,281 17	\$41,280 93
<i>Audit Act.</i>				
Forest Fire Sufferers.....		17,179 35		
Small Pox Sufferers.....		3,258 83		
Arbitration Marine Parade.....		10,000 00		
Repairs Roads, etc.....		5,000 00		
Ry Subsidy Arbitration.....		10,500 00		
<i>Surplus Trust.</i>				
Sundry Payments.....	234,180 13	96,507 60		137,672 53
<i>Loan, 1898.</i>				
Market House.....	10,000 00			10,000 00
<i>Loan, 1899.</i>				
Fever Hospital.....	5,130 40	2,738 72		2,391 68
<i>Agricultural Bonus Act.</i>				
Bonus.....	46,272 25	19,564 47		26,707 78

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1904-5, by Sub-Heads of Service —(continued.)

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
<i>VIII.—Lighthouses, Etc.—(conclud'd)</i>				
Noon Gun, viz.:—				
Salaries.....	\$48 00	\$48 00		
Ammunition.....	165 00	40 40		\$124 60
Chronometer Time.....	100 00	100 00		
Sundry Services, viz.:—				
Telephone Service .....	500 00	362 82		137 18
Gas Light, Queen's Wharf.....	50 00	50 00		
<i>IX.—Agriculture and Mines.</i>				
Petty Surveys .....	2,695 82	2,695 82		
Sheep Preservation .....	120 00	120 00		
Coal Exploration.....	10,000 00	10,000 00		
Agricultural Societies.....	4,500 00	4,500 00		
Surveys Public Lands.....	6,804 18	5,460 85		1,343 33
<i>X.—Marine and Fisheries.</i>				
Protection Fisheries, viz.:—				
Salaries .....	5,000 00	4,947 90		52 10
Dildo Hatchery.....	790 00	787 31		2 69
Herring Fishery Protection.....	130 00	120 65		9 35
Expenses S.S. "Fiona".....	20,000 00	19,927 65		72 35
Contingencies .....	1,420 00	1,323 94		96 06
Fisheries Exhibition.....	2,000 00	237 98		1,762 02
Public Wharves.....	650 00	649 60		40
Harbor Master and Boatman .....	500 00	496 16		3 84
Examiners Masters and Mates .....	540 00	537 00		3 00
Marine Works.....	26,899 12	26,899 12		
Cold Storage for Bait.....	5,000 00	1,681 28		3,318 72
Bounty on Ships Built.....	4,000 00	3,256 00		744 00
Enforcement of Bait Laws and Distribution of Bait .....	2,160 00	2,151 59		8 41
Inspector Pickled Fish.....	600 00	600 00		
<i>XI.—Roads, Bridges, Ferries, Railways and Telegraphs.</i>				
Local and Main Roads .....	146,370 88	145,841 01		529 87
Salaries, Half way Housekeepers.....	682 00	682 00		
Ferries .....	9,090 00	8,973 54		116 46
Lighting and Cleaning St. John's Streets .....	8,250 00	8,250 00		
Railways, viz.:—				
Salaries, Inspector, etc .....	3,000 00	2,135 24		864 76
Contingencies.....	1,250 00	1,012 88		237 12

REPORT ON THE MINERAL STATISTICS OF NEWFOUNDLAND FOR THE  
CALENDAR YEAR 1905.

GEOLOGICAL SURVEY OFFICE,

ST. JOHN'S, N.F.,

MARCH 24th, 1906.

HON. J. AUGUSTUS CLIFT, K.C.,  
*Minister of Agriculture and Mines,*—

SIR,—

The difficulty and delay in procuring full and accurate statistics of the mineral output seems to increase instead of diminish as time goes on.

Although the usual blank forms were sent out early in December last, some of them were not returned till quite recently, others not at all up to date. It seems impossible to overcome the reticence of some parties, who assume that nobody has a right to enquire into what they regard as their private business only. This is a mistaken idea, as such statistics are calculated, all the world over, to advertise and enhance the value of commodities, which may not be generally known to exist, or which few people would otherwise take heed of.

When it is known that these reports are now much sought for outside the Colony, and almost every mail contains applications for copies, and that numerous letters of enquiry concerning mineral substances mentioned in the reports, which otherwise might never be heard of, are constantly being received, it must be admitted that they are serving a useful purpose.

It is only fair to state that the reluctance alluded to is confined to a few parties only, principally in St. John's. All the larger mining concerns, outside the city, readily afford me any information asked for. My thanks are due, and are hereby tendered, to all those who have so promptly filled in and sent back the returns, also to Mr. John Noonan, of the Customs Department, who kindly furnished me with the Customs exports of minerals, as per their returns.

Owing to the circumstances above alluded to, the statistics for the past year are necessarily incomplete. Notwithstanding this fact, the figures in my possession show an increase in value, over those of 1904, of \$14,340. Although this increase is small, it nevertheless points to a continuance of the upward tendency in the mineral development of the Island as indicated by the returns for several years past.

The number of persons actually engaged in mining and quarrying, during the year, cannot be ascertained with any degree of certainty, as only the larger companies have furnished full returns. It will be seen by the following table that the figures are approximately the same as those of 1904.

TABLE I.

NATURE OF OCCUPATION.	NO. EMPLOYED.	ACCIDENTS.	FATALITIES.
Iron Mining.....	1,145	19	3
Copper Mining.....	570	2	.....
Pyrites Mining.....	230	15	3
Slate Quarrying.....	130	.....	.....
Talc Quarrying.....	55	.....	.....
Brick Making.....	40?	.....	.....
Petroleum Drilling.....	22	.....	.....
Gold Mining.....	30?	.....	.....
Coal Boring.....	12	.....	.....
Miscellaneous.....	50	.....	.....
	2,284	36	6

The number of accidents and fatalities, which occurred during the year, shows an increase in the former of 7 and in the latter of 2 or a total death rate, for every thousand persons employed, of 2.62. Very few of the British Colonies show so high a death rate as this.

It is a satisfaction to learn that the recommendation in last year's report with reference to the proper inspection of mines has received the favorable consideration of the Government, and that legislation on this important matter is about to be introduced during the present session of the Assembly.

TABLE II.

*Mineral Production of Newfoundland for the Calendar Year 1905.*

NAME OF PRODUCT.	QUANTITY RAISED.	MANUFACTUR'D OR USED IN COUNTRY.	VALUE OF MINERALS EXPORTED.	TOTAL VALUE OF PRODUCTION
Brick.....	1,335,500 M.	1,335,500 M.	.....	\$9,690
Building Stone.....	1,000 ts.	1,000 ts.	.....	1,500
Cobble and Spawls.....	4,100	4,100	.....	1,700
Crushed Stone for Concrete, &c.....	10,000	10,000	.....	5,000
Copper Ore.....	78,720	.....	\$358,880	358,880
Iron Ore.....	689,970	.....	689,970	689,970
Pyrite.....	50,720	.....	229,530	229,530
Sand and Gravel.....	1,048	1,048	.....	2,620
Slate.....	11,852 s.	220 s.	44,164	45,000
Talc.....	6,000 ts.	.....	24,000	24,000
Not Specified.....	.....	.....	403	403
		Total Value...	\$1,346,947	\$1,368,293

M., thousand; ts., tons, of 2,240 lbs.; s., squares.

NOTE.—The above table represents the declared value of the raw materials as they leave the country, *i.e.*, aboard ship. Those materials used in the country are valued at their selling prices in the local markets.



TABLE III.

*Showing Increase and Decrease in Comparison with Preceding Year.*

PRODUCT.	QUANTITY.		VALUE.	
	Increase.	Decrease.	Increase.	Decrease.
Barite .....		2,000 tons		\$ 5,000
Brick .....	99,500			1,742
Building Stone.....		2,100 tons		3,150
Cobble and Spawls.....	100 tons			300
Crushed Stone.....	10,000		\$ 5,000	
Copper Ore.....		29,119 tons		107,859
Gold .....		11 ozs.		209
Granite .....		1,945 tons		11,550
Iron Ore .....	100,231 tons		100,231	
Petroleum .....		700 brls?		1,134?
Pyrite .....		9,480 tons	18,830	
Sand and Gravel.....		1,272 tons		3,180
Slate .....	1,250 tons		7,200	
Talc.....	4,438 tons		17,000	
Miscellaneous.....			203	
		Total.....	\$148,464	\$134,124

**SUMMARY OF MINING OPERATIONS DURING THE YEAR 1905.**

\* THE activity in the mining industry continued unabated during the year, and although there was a falling off in some individual enterprises, nevertheless, the result on the whole may be considered fairly satisfactory. The increase shown by the above tables is not a fair criterion of the status of the industry, being incomplete as already explained.

**BARITE.**

WORK on the Barite mine at Collier's Cove, Trinity Bay, was suspended during last summer, the venture not proving as successful as was anticipated, consequently no shipments were made.

**BRICK.**

THE Brick yards of Trinity Bay turned out about the average of former years, while the Brick and Manufacturing Co., of St. John's, who are now making a cement brick, considerably increased their output. Owing, however, to competition arising in the manufacture of artificial stone, and a smaller demand for brick, the prices realized were not as good as in the previous year.

**BUILDING STONE.**

I HAVE only received returns of 1,000 tons of the ordinary Signal Hill Sandstone, but am convinced the quantity quarried must have been much greater.

The desultory character of this industry, and the difficulty of obtaining any reliable information regarding it, even the names of all the parties engaged in it, are matters frequently referred to before. So far as I could ascertain, there was no granite quarried last year, nor yet any paving blocks made.

#### COBBLE AND SPAWLS.

THE Municipal Council purchased about the usual quantity of these materials, the former for paving the side drains in the city, the latter for macadam to repair the streets with. Besides these items there were some ten thousand tons of stone crushed for concrete purposes in connection with the new water works.

#### COPPER ORE.

THE production of copper ore fell off by 29,119 tons, yet, owing to the enhanced price of metallic copper in the markets, the value of the output was not proportionately affected. Copper ruled high last year and is still showing an upward tendency. It ranged from 15.13 to 18.40 cts. per lb. or an average for the year of 15.73 cents, being nearly three cents per lb. over the price for 1904, or to be more exact, just 2.74 cents extra. The market has opened the present year (1906), at \$18.50, and there is every indication that it may still go higher. This high figure is due no doubt to the constantly growing demand for this metal for electrical purposes. Every year witnesses a further and further application of this great innovator into the various industrial and other pursuits of modern requirements. Unless, then, some cheaper substitute equally suitable for such purposes is forthcoming, there is little danger of copper losing its hold on the markets in the near future.

The Union Mine, at Tilt Cove, is at length beginning to show signs of exhaustion after its 42 years of continuous operation. A few years more are likely to see the end of this famous old mine, unless, in the meantime, new bodies of ore should be discovered in the locality. It is, however, pleasing to note that other copper properties are coming to the front, which give promise of taking the place of Tilt Cove mine in the course of a short time. One of these is the new copper mine at York Harbor, Bay of Islands. Unfortunately, up to date, it has been badly handled, which is the history of nearly every mine that has been opened in the country in its earlier stages. The company who had been operating this mine during the past two years seem to have had neither the experience nor the capital to make it a successful speculation. It is understood that as soon as some legal formalities connected with its re-transfer to the original owners are completed, a new and strong syndicate are prepared to take it over and work it vigorously.

The high value for copper products has stimulated the search for ores containing this metal on all sides, and much prospecting took place last year, with the result that several new finds have been made. One of these at a place called

Goose Cove (Hare Bay) is of more than ordinary interest. It was referred to by the late Alexander Murray, C.M.G., in his report for 1864, but owing to the anomalous condition of affairs, under the old French fishing treaties, no one thought it worth while prospecting the locality. All that section of our coast was virtually debarred from mining enterprise, and no capitalists could be found to risk their money under the circumstances. Now, happily, that this vexed question has been relegated to things of the past, by the recent settlement between the English and French nations, we may look forward to active interest being taken in the development of this section of Newfoundland. Many known deposits of valuable minerals occur on or near this so-called French Shore, which have lain dormant for centuries, from the causes above referred to.

Some of the abandoned copper mines of Notre Dame Bay are again receiving attention. The Newfoundland Exploration Syndicate operating the Pilley's Island and Baie Verte mines have taken over the old Bett's Head and Little Bay mines, and have a force of men now employed at each place clearing away the rubbish and unwatering the whole workings, preparatory to re-opening them. So far as the work has progressed at Bett's Head, it is found that considerable ore still exists in the first and second levels, and it is generally believed that in both places bodies of ore occur below the lowest workings.

It is the intention to sink new shafts outside the original mines and then drive in from beneath so as to reach these deposits.

#### GOLD.

GOLDENVILLE, near Mings, is the only property on which an attempt at gold mining was conducted during the year. I have not been furnished with particulars of the operations, and can only learn casually that during the summer but little development took place. The time was chiefly occupied in preparing the ground for the erection of a stamp mill and necessary plant for crushing and treating the ore. A road had to be constructed from the shore to the mine, to enable them to get the machinery on the ground. This proved a very heavy undertaking, which has occupied all the autumn and winter to accomplish. The proprietors expect to be in a position the coming season to treat all the ore they have so far mined, and go on vigorously with the underground work. I understand that the main shaft is down about one hundred feet, and a drift of another hundred feet carried along the course of the lode. One of the company informed me that the lode increased in thickness as they drifted upon it, and that it will average from ten to twelve dwts of gold per ton.

Some prospecting was done at the Cinq Cerf locations during the summer, and Mr. Devereaux, mining engineer, visited the place in the interest of New York capitalists. He thought so well of the prospects that he has formed a small syndicate to take over the mine, and now has about sixteen men employed build-

ing shaft houses, and otherwise preparing for active development. This deposit consists of a fair percentage of a rich copper ore (bornite), intermixed with copper and iron pyrites, but it has also yielded many specimens of free gold in the shape of considerable sized nuggets. Several new claims have been recently taken up in the same locality.

#### IRON ORE.

GREAT activity took place in the mining of iron ore on the part of both the companies operating the Bell Island mines. Their combined output reached 689,970 tons, which was only exceeded twice before since the mines have been working, viz., in 1901-1902, when it reached respectively 738,206 and 728,721 tons.

The amount of ore still on the island is considerable, yet at the present rate of production the deposits on the dry land must soon become greatly reduced. Already the companies are looking forward to such a contingency and are leasing the submarine areas on the north of the island, beneath which the ore bands are known to dip. So far, no company has been found to take up the properties on the western half of the island. The ore here occurs in thinner beds and is somewhat leaner in quality, but sooner or latter it will be found profitable to work these deposits.

A short time ago I saw a prediction made by an American scientist to the effect that all the known iron deposits of value would be exhausted within the next hundred years. Of course that is a long time to look forward to, but if the iron industry continues to grow at its present rate of progress, there is no knowing what gigantic proportions it may soon assume. In fact, so intimately is the progress of the world at large bound up with the manufacture of this most useful of all metallic substances, that the failure of an adequate supply of the raw material might be attended with dire consequences.

But there need scarcely be any anxiety as to the sources of a future supply of ore. It is more than probable other large deposits will be discovered, in territories little explored as yet, and in any case methods will undoubtedly be perfected for utilizing those lower grade ores, or such as are known to contain certain deleterious substances, which at present renders their economic reduction too difficult and expensive.

There is a vast abundance of magnetic ore in Canada, Newfoundland, and on certain parts of the Labrador peninsula, which up to the present time has not been utilized. Experiments in concentrating and otherwise treating these ores, with a view of enriching them and getting rid of the obnoxious ingredients, are constantly being made, and it is confidently predicted that eventually success is sure to be the outcome. The recent favorable results attained in electric smelting may lead to solving the problem of satisfactorily reducing this class of ores, which under the old methods of smelting baffled all the efforts of metallurgists.

Last year the Dominion Government sent a commission to Europe under the charge of Prof. Eugene Haanel, Superintendent of Mines, to enquire into the working of electric smelters, with a view to ascertaining how far the process might be applicable to the iron ores of Canada. The commission visited the plants in operation at Gysinge and Kortfors in Sweeden, LaPraz and Livet in France, and Turin in Italy, and upon their return furnished an exhaustive report to their Government. The result of their investigation was considered so satisfactory, that on the strength of it, Dr. Heroult, the patentee of the French furnace, was invited over to establish one at the Sault Ste. Marie. Quite recently it has been announced that the experiment has proved a complete success, even with ores hitherto considered almost useless. The higher temperature available through the electric energy produced, and the freedom from clinker such as had to be contended with in ordinary coke smelting, renders it possible to treat this class of ores.

What these experiments may mean to the future of the iron industry of Canada is beyond computation at present, but there is every reason to think that it will eventually completely revolutionise the iron trade. It is believed also that electric smelting will be found equally applicable to other ores, such as copper and nickel.

#### PETROLEUM.

THE efforts of the Newfoundland Petroleum Co., Ltd., to further test their oil property at Parsons' Pond last year met with a fair measure of success. Two wells were sunk on the northeast side of the pond to depths of 2,850 and 1,535 feet respectively. The former of these was partially drilled the preceding year to a depth of 1,760 feet, but did not yield any appreciable quantity of oil. The new well began with a natural yield of about 6 barrels per day, but on being exploded it dropped to 1 barrel, then rose gradually again to  $2\frac{1}{2}$  barrels. The fine well which the previous year yielded steadily  $4\frac{1}{4}$  barrels of superior oil had ceased to flow. It was found that the petroleum, owing to its heavy body, had become coagulated, or converted into wax, owing to the quantity of water that had found its way into the hole during the interim. To use the oilmen's term, it had been "drowned out," which was a most unfortunate circumstance, as it was one of the best wells of the series.

Late in the season the property was visited by two American experts, one to explode the wells with nitro-glycerine, the other to select a site and make arrangements for the erection of a refinery. An up to date pumping apparatus was installed, and tanks to the capacity of 3,000 barrels imported for storage. The pumping was commenced shortly before the season's work closed and arrangements were made to continue it throughout the winter. In January the superintendent, Mr. Whalen, revisited the place, and in 11 days pumped about 70 barrels from the last well put down.

On the advice of the refining expert, the company did not immediately conclude the negotiations for the purchase of the plant, as he said there was no necessity to do so just yet. He recommended continuously pumping, so as to prevent the wells choking, and storing the oil until all the tanks were full. The oil would not deteriorate to any appreciable extent, and the refinery could easily catch up in a short time, its capacity being about 100 barrels per day. Both these men expressed the most favorable opinion of the property ; in fact, were quite enthusiastic over the prospects.

The persistent efforts of this company to establish an oil industry in the country is worthy of every consideration. Much capital has been expended up to date, not the least portion of which was caused by the difficulties encountered in getting supplies, etc., to the locality. No modern means of communication, such as roads or telegraphs, exist, and as a consequence, the company are greatly hampered in carrying out their development work.

The use of crude petroleum as a gas producer and as fuel is fast assuming immense proportions. In California, where coal is scarce and dear, petroleum is coming into almost universal use. According to the "Mineral Industry," 1904 : "All the railroads of the state, steam, electric and cable, use oil power exclusively. There is hardly a manufacturing plant in California that has not discarded coal, finding it more economical to use the new fuel. All the mining and milling companies in California and Arizona have substituted oil for other fuels. . . . All the illuminating gas throughout California is made from oil, being cheaper, better and less dangerous than coal gas. During the past year a number of ocean steamships have been altered from coal to oil-burners, notably the great vessels of the American Hawaiian Steamship Company, which run between the Hawaiian Islands and San Francisco and then to New York. These vessels carry about 10,000 barrels of oil for the trip, making no stop for over 12,000 miles after leaving San Francisco. It has been demonstrated that vessels using oil increase their speed about one knot, due, no doubt, to the fact that the steam pressure can be kept continuously the same, as it cannot when furnace doors are being frequently opened for the introduction of coal."

Oil having an asphaltum base, has been largely used also in California of late for road making, or rather for overcoming the dust nuisance. The same authority quoted above says :—"All the counties, through their boards of supervisors, are using every exertion to oil not only the country roads, but also the streets in the smaller cities and towns. These roads, after having being put in a condition at a cost of about \$200 per mile, require sprinkling but once a year. The Southern Pacific and Santa Fe Railroad companies oil their tracks, so that travelling in California is devoid of cinders and dust. Oiled roads, if properly constructed as to foundation and drainage, shed all water, retaining a smooth, elastic surface."

The use of oil as fuel in both the British and American navies is no longer in the experimental stage. Vessels have been constructed with furnaces specially

adapted for its consumption, while others have had their furnaces altered for the same purpose. It is not improbable that in the course of the next decade or two oil will be the universal fuel on all navies of the world.

#### PYRITE.

THE Pilley's Island mine was worked successfully during the year, though the output did not equal that of 1904. The quantity of ore raised was 50,720 tons, showing a decrease of 9,480 tons, yet the value seems to have exceeded that of the latter year by \$18,830. It is to be regretted that the mine at Rousell's Harbor, Labrador, which gave such good promise at first, did not fulfill the sanguine expectations entertained of it. The Dupont Powder Co., of Wilmington, Delaware, who had secured an option upon it, kept the development work going all last winter, but when the season for navigation arrived it was found that the seemingly large lode of ore had rapidly diminished in size, and in some parts cut out altogether; in fact, the indications generally were such as to cause the company to abandon the mine and remove all the plant from the locality.

Some attempt was made last season to open up the deposit of pyrite at Goose Arm, Bay of Islands, but I have been unable to ascertain any particulars of the work accomplished.

The prospect of an additional source of supply of that very useful commodity, sulphur, from the lower grade sulphide ore, pyrrhotite, seems now assured. Hitherto the attempts at "desulphurization of this ore by its own heat of combustion," did not prove satisfactory, but it is now claimed that it has been successfully accomplished at Sault Ste. Marie, on the Sudbury nickeliferous ore which contains, besides its copper and nickel contents, about 15 p.c. to 20 p.c. sulphur. There is an abundance of these ores in this Island hitherto entirely overlooked, which, should the experiment alluded to demonstrate that they can be economically utilized, cannot fail to open up a new mining industry ere long. Already, I understand, "The Newfoundland Exploration Syndicate" operating Pilley's and Bay Verte mines have taken over a pyrrhotite deposit near Nick's Nose, S.W. Arm of Green Bay, and have a force of men at work testing it.

#### SLATE.

THE Wilton Grove Slate Quarry in Trinity Bay turned out about 3,858 tons, or 11,852 squares, valued at \$45,000, being an increase of 1,158 tons and \$7,200. None of the other quarries on this side of the Island were operated last year, but I understand work is still progressing in the Humber Sound, Bay of Islands, and that a good band of slate has been opened at Crow's Gulch, south side of the Arm. As yet no slate has been manufactured in this latter locality, nor have any shipments been made to date. It is well known that there is an abundance of excellent slate in the country, and sooner or latter this industry is bound to attract capital. Newfoundland is admirably situated to build up a large slate trade with Europe, having a great advantage over any other slate centre on this side of the Atlantic in the point of distance from the old world markets.

## TALC.

THE Talc deposit near Manuel's was worked during part of the summer, and some 6,000 tons shipped to the United States. What the result of this shipment was has not been made public. The mine is at present closed down and no work has been done there for some months past. The company have expended large sums of money in development, construction of loading pier, overhead tramway, sidings, etc., and it is to be hoped they will make a success of the venture, and recoup themselves for their outlay.

Antimony, zinc and lead, having made a slight advance in value during the year, it might be well for prospectors to pay some attention to ores of these metals, which are not of infrequent occurrence in the island. Molybdenite is another substance now much sought after. The supply is not at all equal to the demand. Its occurrence has been frequently mentioned both here and on the Labrador, and as it is a high priced mineral, a diligent search for it might well repay the trouble and expense.

I have the honor to be,

Sir,

Your obedient servant,

JAMES P. HOWLEY.

**REPORT ON THE CONTINUATION OF THE COAL BORING OPERATIONS  
IN THE CARBONIFEROUS AREA, NEAR GOOSE BROOK,  
HUMBER VALLEY.**

HON. J. AUGUSTUS CLIFT, K.C.,

*Minister of Agriculture and Mines.*

SIR,—

During the past season the coal boring operations, commenced in 1904 near Goose Brook, were continued, and I now beg to submit the following report thereon.

With a view to making an early start last spring, I sent in a requisition in March for such necessary apparatus and fittings as were required for the further prosecution of the work, and urged that in order to afford time for procuring those articles without unnecessary delay a speedy decision might be come to.

In the month of May I was authorised to procure the articles in question and begin preparations for the work. No time was lost in doing so. Orders were immediately placed with the Angel Engineering Co., agents for the Canadian Rand Drill Co., for a new engine and hoist to replace the old, worn out and unsuitable machine used the previous year. Several smaller items which could not be procured or made in the country itself, were also ordered at the same time, but though the Messrs. Angel assured me from time to time that they were constantly urging despatch upon the part of the Rand Drill Co., none of these articles reached us until the season was nearly over, and then in such an incomplete condition that they could not be used.



Under these circumstances there was nothing left to do but to make the best shift possible with such material as we had on hand. Having procured a few articles here, and with some repairs of the old fittings we proceeded to the coal area in the last week of June. It took some time to overhaul the machinery and tools, clean them all up, get them on the ground ready for use, and to procure a supply of firewood preparatory to actual operations.

We made a commencement of boring at the hole put down the previous year, which it will be remembered had reached the depth of 90 feet. Great difficulty was experienced at first in clearing the hole. It was found that during the winter it had caved in badly and there was now from 25 to 30 feet of "sluge," mud, sand and gravel in the bottom of it. This proved more difficult to remove than the solid rock. It would not core, and was too dense to wash up; but it was the hard granite pebbles that had fallen in which gave us most trouble; they would not cut, we could not break them, and they were too large to wash up. The stand pipe was also found to leak badly at the bottom, allowing the water to escape and the loose sand to work in beneath it. This necessitated taking up the pipe twice, clearing out every bit of sand and mud down to the bed rock, then cutting a groove in the solid rock for the end of the pipe to rest in; after which we cemented it around with concrete and allowed it to set. By this means we succeeded in making a tight joint, and after a while we got up most of the gravel and were enabled to reach the bottom of the hole.

The boring was now continued downwards with fair progress, but as much material always remained in the hole which could not be got rid of, it became more and more difficult to reach the bottom each time we withdrew the rods. We had reached a depth of 130 feet when a worse cave in than usual so completely jammed the rods it became impossible to withdraw them. For several days every effort was put forward to try and extricate these rods. Two or three sets of strong spruce levers, four in a set, were placed under clamps on the projecting ends of the rods, and the whole force of men exerted all their strength to try and prise them up, but all to no purpose. So great was the strain that each set of prises broke off, though they were over a foot through, and were of the toughest kind of spruce trees.

Seeing the uselessness of any further attempt, we had to abandon this hole and move the machine and all the gear to a new locality, about two chains further north, in the direction of the dip of the strata. After a while, by careful manipulation, we recovered about 100 feet of the drill rods, leaving about 30 feet, including the core barrel and cutter, still fast in the hole.

The rock pierced in this hole consisted chiefly of shale, with occasional thin beds of fine grained gray sandstone, containing numerous fossil rootlets, all typical of the true coal measures. Small fragments of coal, apparently derived either from fossil trees or thin layers of coal, were continually washed up, and the very last time the rods were withdrawn, one lump, about the size of a hen's egg, of extra good coal was found in the core barrel.

When everything was in readiness at No. two bore, we commenced to drive our stand pipe, but here we were met with such an accumulation of sand gravel and large granite boulders, that it took nearly three weeks to reach the bed-rock. Several times, when we believed we were on the bottom, we commenced to bore, only to find that it was a boulder, underneath which the sand and gravel would wash in and jamb the rods. By dint of continuous chopping, boring, driving and pumping we at length got down to the solid rock.

Drilling now commenced favorably, and soon good progress was made. The rock, which consisted chiefly of coarse gray grit and sandstone, cored well, but after reaching about fifty feet it became finer grained, passing into tough shale with alternate thin layers of fine sandstone, through which our progress was considerably retarded. After this we again struck coarse grit, but after passing 100 feet, more and more shale mixed with fire clay was encountered. In such rock as this the tools always cut slower, owing to the fine tough material clogging the bits, and plugging them so tightly as to necessitate frequent withdrawls in order to clear them. The shot also became embedded in this tough pug and could not take so good an effect on the rock.

We continued this hole down to 150 feet, when striking a white sandstone similiar in every respect to that which formed the uppermost strata of No. 1 hole, and thus having completed the section between the two, it was not deemed necessary to go any deeper. All the rocks of this section exhibited numerous fossil plants, and in some of the more clayey beds thin strings of coal were cut, none however of any consequence.

Having selected a new location about  $10\frac{1}{2}$  chains to the North and West of No. 2 bore hole we now disconnected the machinery and moved everything to the latter place. The work of preparing the ground, digging deep holes for water supply and overflow, &c., and getting the engine, boiler and drill in proper position, occupied considerable time. When all was in readiness we commenced to drive our stand pipe. This proved the most difficult undertaking yet, as owing to a more than usual depth of surface deposit of the same character, as previously encountered, with a still greater accumulation of large granite boulders, all our efforts to penetrate to the bed rock proved unavailing. For days and weeks we continued to drive, chop and pump, using several charges of dynamite to break up the larger boulders, but all to no purpose. When we had reached a depth of nearly forty feet, our stand pipe, from the continual heavy driving, became so bent and crooked that we could not pass the drill rods through it, and having no more piping of the same size available, and moreover the season having now far advanced, we were obliged to abandon the attempt and return home.

From various circumstances, founded upon the experience gained in this and the preceding year, I had concluded that with such apparatus as was at our disposal it would be useless to try and put down deep holes here, and that the same results may be obtained in less time, and with less difficulty, by boring a series of comparatively shallow holes at short intervals apart. Owing to the soft nature of most of the strata met with and the consequent frequent falling in of the sides of

the hole, it was impossible to reach any great depth without casing pipe, and this we had no means of putting down. Then again the high angle of inclination at which the strata incline northward, would enable us to obtain a connected series of sections, within a small depth from the surface, and should available coal seams be struck it would not be difficult to locate their outcrops. For these reasons, the sites selected for putting down bore holes were such as would afford considerable sections of the rock formation, without the necessity of penetrating to any great depths, surface conditions having in each case much to do with actual location of the sites selected. In fact the main object aimed at was to test thoroughly each successive section, so as to leave no part of the probable coal measures in this district untried. Having first ascertained by means of pick and shovel work the base of the coal measures, and their true dip and strike, in this part of the Grand Lake area, the work since accomplished has been of a systematic character, not a mere random exploration; and so far as it has progressed, I feel confident that every coal seam of any size or value whatever in that part of the section has been located.

The prospect of the occurrence of larger and better seams in this coal field will depend altogether upon what thickness of superior strata still exists in the locality. To all appearance the thickness must be considerable, as no change of dip was as yet observed in any of the workings, the inclination being still towards the northward at about the same angle of dip.

Unfortunately, as we proceed in the direction where higher strata are to be looked for, the surface deposits increase rapidly in depth, and become more and more difficult to penetrate. I have concluded that the only way to overcome this difficulty, should the work be continued, is to sink shafts through the loose debris down to the bed rock, and then commence to bore. To do this, however, will necessitate timbering the shaft all the way, and the constant use of a good steam pump to keep it clear of water, otherwise it cannot be effected.

Throughout the season, whenever the crew were not employed about the machine or in cutting firewood, they were constantly kept costeaning with pick and shovel, in continuation of last year's work. Numerous pits and trenches were sunk in the hope of reaching the bed rock, and a vast amount of material removed, but in most cases we were baffled in our attempt by the depth and toughness of the overlying deposits, and above all the extraordinary influx of water. Hand pumps were of no avail to keep this water down, and hole after hole had to be abandoned, owing to the inability of the men to continue sinking them under such conditions. However, the bed-rock was reached in a few places, and each time some new and valuable information was obtained. At a point about 345 feet west from the seam discovered last year, three small seams were uncovered, one of which gave a thickness of two feet, but it was doubled up in a sharp fold, and was of inferior quality. The other two were about a foot each in thickness and were of a soft shaly character. A fourth of similar character was uncovered a

short distance in front of No. 1 bore hole, while several thin streaks of coal were found at various points. In almost all the excavations numerous loose fragments occurred, sometimes in lumps as large as a hen's egg and often of superior quality, indicating that they had been derived from seams somewhere in the vicinity.

The result of the season's work has increased our knowledge of the structure considerably, and has added several hundred feet to the section uncovered in previous years. It has confirmed all that has been stated as to the increase of the coal measures in a northerly direction. So far, there is no indication of any change in the angle or direction of the dip, and unless faults occur, which have not yet been detected, there should still be a considerable thickness of higher measures in this district. If we may judge from the surface conditions, we are yet a long way from the centre of the trough. Possibly, there may be a series of undulations here, repeating the measures more than once. This seems to be indicated by the presence of the sharp fold already alluded to, as occurring where the two foot coal seam was uncovered.

The failure of the boring operations in revealing the presence of any good workable seam so far, should not be taken to indicate the non-existence of such seams by any means. It may be instanced that in Nova Scotia, boring for coal has been carried on continuously for the past ten years or more with no better results, although many deep holes were put down, in some cases to depths of 2,400 feet, without revealing any coal whatever. In other cases, nothing beyond mere thin layers of no commercial value were passed through. Last summer, however, one splendid seam some 26 feet in thickness was met with, which it is considered repays all the expense of carrying out the boring operations many thousand times over.

The following is the list of requisities :

- 1 Steam pump, 1 hand pump (iron).
- 2 New 3 " core barrels, 2 3" toothed cutters.
- 1 Reducing coupling, for end of spindle shaft, new roller tops for spindle.
- 2 Chain tongues, 2 jacks.
- 1 Pipe clamp, 1 new shot hose, new shot cock.
- 1 Set pipe dies 1", 1½" and 2".
- Bolts and nuts to match, ½", ¾", ⅝", by 2" and 3" long.
- 1 cwt. steel shot, waste, oil.
- Rubber pump valves, new couplings for 4 and 6 pipes.
- 60 Feet 5" drive pipe, in lengths of 2', 3', 4', 6', 8' and 10' feet.
- 1 Drive head and 1 drive shoe to match 5" pipe.

Should the work be carried on the coming season, I would suggest that these things be ordered as soon as possible. Judging from the past experience the time taken to get orders from abroad filled, renders the successful carrying out of a work of this kind all but impossible, unless they are sent in at least six months in advance, and then it would be almost necessary to visit the manufacturers to see that one was getting what was really wanted.

I have the honor to be

Sir,

Your obedient servant,

JAMES P. HOWLEY.

St. John's, January 15th, 1906.

**ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES,  
NEWFOUNDLAND, FOR THE YEAR 1905.**

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
Inspector of Lighthouses.. ..	R. White
Inspector of Boilers .....	A. McLachlan
Inspector of Whale Factories .....	C. Way

**FISHERIES' BOARD.**

Hon. Eli Dawe, Minister of Marine and Fisheries, Chairman.	W. C. Job, Esq.
Sir Robert Thorburn.	A. McDougall, Esq.
Hon. John Harvey.	Thomas Bonia, Esq., M.H.A.
	John Lewis, Esq., M.H.A.

DEPARTMENT OF MARINE AND FISHERIES,  
St. John's, Newfoundland, 1906.

*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 eighth annual Report of the Department of Marine and Fisheries for the year 1905.

I have the honour to be,  
Your Excellency's obedient servant,  
ELI DAWE,  
*Minister of Marine and Fisheries.*

## FISHERIES' REPORT, 1905.

## THE CODFISHERY.

THE codfishery is, and always has been, the staple industry of Newfoundland. Both in extent of area and in wealth of production it is the largest codfishery in the world, and its most wonderful characteristic is its stability.

The Newfoundland codfishery has been carried on for over four hundred years. The wealth gathered in every season from this great harvest of the seas rivals the production of the most famous mines. Our information on this subject is not confined to one century. We have most minute and detail description of its operation in the 15th, 16th, 17th, 18th, and 19th centuries. We can note the same regularity and uniformity. The coming of the caplin, the arrival of the squid, and the spring and fall herrings. The regular, consecutive and great ingathering of the fish.

Considering the varied conditions which affect this great industry:—Wind, weather, the movements of ice, and the erratic wanderings of those pelagic fishes themselves; this is a very remarkable phenomenon. How can it be explained?

Our knowledge of the habits of fishes is yet extremely limited. Naturally, we cannot follow them through the waters, and in consequence we know very little about them. We are, however, aware that the varied courses of the cod are due to two main causes: the capture of food, and the variation of temperature.

Scientific investigation has shown us that the great ocean river, known as the "Labrador Current," which sweeps past the East Coast of Newfoundland, (the most valuable of our fishing grounds) is one vast moving mass of fish food, full of minute crustaceans and animalculæ, which afford abundant nourishment for seals, whales and fish of all kinds. The surrounding sea, with its ever abundant supply of bait fishes, caplin, squid, and herring, and its suitable temperature, therefore, affords an ideal home for the cod.

The stability and regularity about the incoming of the cod and the consequent permanent character of this great fishery, proved by the experience of four centuries, without one single failure, is very marked, when we compare it with its rival industry, the herring fishery. Herrings, for causes unknown, left the Coasts of Norway for one hundred years. Nearer home, the great Labrador herring fishery is now practically extinct.

With respect to the movement of the cod there are two opinions, some maintaining that the fish remain in each bay, only in winter they retire to deeper water. This fact is proved by their capture in those localities in deep water, but the other view that there are two large and extensive movements is also clearly shown by various facts; the capture of cod on our coasts with French hooks attached to

them, proving that these fish have come in from Grand Bank District over many miles, also the every day occurrence of the cod and caplin being taken along the Labrador Coast later and later as the fishermen proceed north, until near Cape Chidley the voyage is limited to a few weeks duration.

Next to the stability of this great fishery we may quote the commercial value of the cod. Different from oily fishes, like the salmon and herring, its flesh is rich and gelatinous, without being fatty, and readily lends itself to a simple and efficient cure by salting and being dried in the sun. The cured product is found to be the best in all the deep sea fishes for use in tropical countries, and has never had a rival. It was imported into Spain and the Mediterranean countries as a staple article of commerce centuries before the discovery of America.

We may add to this comment the remarkable effect of this great fishery on the making of England. It was the cod that first drew Englishmen from the narrow seas, and laid the foundation of her greatness as a maritime power.

The wealth of New England was founded by this fishery, and a stuffed cod-fish remains in the great municipal hall of Boston to commemorate the obligations of the Commonwealth to this humble foundation of their progress and prosperity.

For the past season of 1905 the codfishery on the whole was a good voyage, and the very fine prices obtained, the highest since 1813, when the price rose to \$7.90 per qtl., have made the industry very profitable for our fishermen, although in a less degree for our merchants as the high price paid by them left but a slender margin, if any, for profit.

The Labrador fishery was well above an average, and was also very evenly distributed along the entire Coast of our great Peninsular Dependency.

Season 1899 .....	1,300,622
do 1900 .....	1,233,107
do 1901 .....	1,288,055
do 1902 .....	1,429,274
do 1903 .....	1,360,373
do 1904 .....	1,196,814

or an average of 1,301,524 qtls. for the six years. The exact catch of 1905 cannot yet be ascertained, but we believe it will not be less than 1,300,000 qtls.

Turning to Newfoundland. About Fogo, and Notre Dame Bay generally, the voyage was a good one. Bonavista Bay, Trinity Bay, and all along the East and South East Coasts, the catch was far below an average, and especially at Trepassey, where the catch was almost a complete failure. From Cape Race to Fortune Bay, and all along the District of Burgeo and LaPoile, the fishermen suffered great loss from the irregular and insufficient supply of bait.



Every season this recurring scarcity of bait at critical periods in the fishery, points to the absolute necessity for the erection of cold storage buildings to preserve bait. The cost of these erections is now so moderate, and the assistance of the Government so liberal, that we trust those interested in the fishery in those localities will prepare this year for a number of suitable buildings. The value of cold storage, especially for squid bait, has been abundantly proven.

A new feature of last year's fishery was the prosecution of the fall fishery to a much later period than usual. When bait was procurable, there were remarkably good catches taken even as late as December about Petty Harbor and St. John's, showing conclusively that when bait and weather permit the fishery can be carried on for a much longer time than has hitherto been considered practicable.

One of the most important subjects in connection with our codfishery is the opening up of new markets, and the extension of our business in the older markets. Last year through the exertions of the Imperial and Local Governments an arrangement was made with the Greek Government, whereby, in consideration of our admitting their currants duty free their taxation on our salt cod was reduced substantially from 6s. 4d., stg. per qtl. to 2s. 6d., per qtl., a very material decrease. The lowering of the tariff will now so materially decrease the price as to bring this valuable food within the reach of a much larger class of consumers, and already there is a marked increase in the sale of our cod to Greece.

It is considered by those who are experienced in the trade that the improved consumption in the Greek markets had a material effect in the maintenance of high prices for cod all through the summer and autumn of 1905. The Board strongly suggests that a similar policy might advantageously be adopted towards other fish consuming countries.

Notwithstanding the very high values given for fish in the Colony the prices in markets abroad has been fairly maintained, although at present some of the markets in Portugal and the Mediterranean are over supplied, but it is hoped that the coming Lenten season will carry off the present surplus.

Newfoundland suffers severely from the high duties charged upon dry codfish, especially in Spain and Portugal. A tax of eight shillings stg. per qtl. in Spain, and eight shillings and sixpence in Portugal, is a monstrous charge upon such a valuable article of food as bacalao. We trust the Hon. the Executive Council may devise some means to get these extreme charges lowered. The tax in Italy of 2s. 1d. per qtl. is not so extreme as the Peninsular charges, but in Brazil, the most valuable of all the Colony's markets, the tax amounts to as much as 5s. 3d., per qtl. at present.

The policy of protecting our bait fishes and prohibiting their sale to our opponents, has now been in operation for seventeen years and has been a great

success. Inspector O'Reilly's report (to be found in the Appendix) shows how efficiently the bait protection service has been carried out in 1905. During the past season a policy of restriction was put in force against the American Bank fishermen, putting an end to the *Modus Vivendi*, which allowed them bait and other privileges. It was commenced late in the season but the result was certainly detrimental to the Americans. Through want of the Newfoundland supply of bait their fishing voyage was far below an average, and codfish was never so scarce and dear as it has been and continues to be in the United States.

Inspector O'Reilly's report on the winter herring fishery at Bay of Islands shows clearly that there also the new policy of restriction has operated severely against the Americans. Their catch has been materially reduced and their expenses in procuring the herring immensely increased. The outcry that was made in the fall about the local fisherman being ruined and starved by this new policy turns out to be a gross misstatement. The people of Bay of Islands never had a more prosperous season. A ready market was found for their entire catch of herrings and at a higher price than heretofore.

During the past season the cure of our codfish has been fairly good, much better than in former years, and in consequence there have been less complaints about the quality from merchants abroad. A larger quantity of Labrador fish than usual was brought to Newfoundland this past season to be cured at home.

#### NEWFOUNDLAND BANK FISHERY, 1904.

Vessels employed.....	87	Men employed.....	1,215
Tonnage of Vessels.....	5,039	Codfish caught, qtls.....	70,872
Average catch per schooner.....	814	Average catch per man.....	58½

The Fisheries Board desires to place on record its appreciation of the very able and instructive Report of His Excellency the Governor, on his official visit to the Coast of Labrador, in August last. The Report contains a fund of information regarding a territory and its inhabitants which has hitherto been looked upon by many as a *Terra Incognita*, but in which there is a good reason to believe exist both mineral and forest wealth, irrespective of its already well known valuable fisheries. As a primary result of His Excellency's representation to the Imperial Government, it is understood that an Admiralty Surveying Ship will, during the present season of 1906, be employed to complete the hitherto uncharted portion of Northern Labrador.

#### COLD STORAGE FOR BAIT.

WE cannot note any further extension of cold storage plants yet erected, beyond the following which were in existence last year, but we believe many more persons are about to take advantage of the liberal action of the Government, and to erect more cold storage buildings, particularly on the Western Shore, where the want of bait has caused severe loss this season, and almost every season.

LOCATION.	OWNERS.	COST.
Bay Bulls .....	H. Weeks & Co.....	\$1,500.00
Petty Harbor .....	Cold Storage Co .....	3,000.00

LOCATION.	OWNERS.	COST.
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

### THE SEAL FISHERY.

THE vicissitudes of this precarious and dangerous business, the hair seal fishery, are commented on by His Excellency the Governor in his able Report. He contrasts the failures and successes of this industry as compared with the stability of the codfishery.

When we consider that the seal is a warm blooded animal, producing its solitary offspring only once a year, that it whelps on the icefields off our coast, and is exposed to all the varying influences of currents, winds and weather, we need not wonder that this great fishery has such varied results. Sometimes almost complete failure, at other times a marked success. Last season, 1905, the seal fishery was considerably below the product of 1904. In that year 21 steamers were employed in this business. Their catch was 284,473 seals, valued at \$403,794.38. In 1905 22 steamers took 177,100 seals of the value of \$311,271. It was not a good all round voyage, evenly distributed amongst the different vessels, but quite the contrary. A few steamers were successful whilst the remainder of the fleet were very poorly fished.

Last season the experiment was tried of postponing the departure of the fleet from the 10th to the 13th of March, no seals to be killed before the 15th of March. This was generally recognized as a wise move. It is well known that the presence of vessels among the seals covering a comparatively small area, prevents the young seals from maturing as rapidly as they would otherwise if undisturbed by the presence of vessels and crews. Even if killing was not commenced, the mother seals under such circumstances are prevented in a great measure from regularly suckling their young, which is the prime factor in their phenomenally rapid growth.

There is one fact to be noted that whilst the hair seal remain unexterminated, Newfoundlanders are the only race trained and suited to deal with this precarious and dangerous enterprise.

It is pleasant to record that no unfortunate disaster to human life marred the success of last season's fishery.

For the present season of 1906 more steamers will engage in the industry than ever before, and the success of the new vessel, the *Adventure*, the largest and most powerful ship ever engaged in this business will be followed with great interest.

Many new ideas are being discussed in connection with the seal fishery, such as the installation of wireless telegraphy on the vessels, and Marconi stations on some of the North Eastern Islands, such as Gaoais Islands or on the headlands. Science has been of immense value to Norway. It should be of equal value to Newfoundland.

**NEWFOUNDLAND STEAM SEALING FLEET--SEAL FISHERY, 1905.**

ARRIVED 1905.	STEAMER.	MASTER.	TONNAGE.		No. SEALS.	NETT WEIGHT.				NETT VALUE.	No. of Men.	Men's Share.	SUPPLIERS.
			Gross.	Nett.		Tons.	Cwt.	Qrs.	Lbs.				
March 28	Eagle .....	A. Jackman .....	637	418	30,064	606	17	1	16	\$47,854.95	203	\$79.18	Bowring Brothers, Ltd.
" 30	Kite .....	Jos. Kean .....	280	190	9,840	209	6	2	3	16,638.67	90	60.94	Bowring Brothers, Ltd.
April 8	Leopard .....	P. Blackwood.....	320	217	1,155	28	17	2	5	2,066.87	103	6.62	Baird Gordon & Co.
" 9	Virginia Lake .....	S. Blandford.....	760	440	7,961	302	9	0	15	15,006.03	203	24.44	Reid-Nfld. Co.
" 10	Labrador .....	G. Hann .....	436	256	14,285	305	15	1	6	24,303.08	140	57.45	Baird Gordon & Co.
" 11	Viking .....	W. Bartlett.....	586	276	2,280	146	15	0	24	9,020.14	189	15.82	Bowring Brothers, Ltd.
" 13	Aurora .....	A. Kean.....	580	386	4,553	108	5	1	6	7,880.44	187	13.97	Bowring Brothers, Ltd.
" 18	Ranger.....	D. Green.....	520	354	15,470	337	1	3	4	26,811.55	167	53.20	Bowring Brothers, Ltd.
" 20	Bloodhound .....	D. Blandford .....	542	314	1,304	26	3	0	3	2,077.54	175	3.74	Baine Johnston & Co.
" 21	Newfoundland.....	Job Kneee.....	919	568	5,439	104	13	0	5	7,868.22	203	12.85	A. Harvey & Co.
" 21	Greenland .....	Wm. Windsor .....	448	259	6,473	140	19	1	14	11,003.72	144	25.13	Baine Johnston & Co.
" 21	Southern Cross .....	R. Bragg.....	537	325	883	18	15	2	25	1,432.81	173	2.74	Baine Johnston & Co.
" 23	Grand Lake .....	H. Dawe .....	896	463	11,164	317	18	2	23	22,355.45	203	36.52	A. Harvey & Co.
" 23	Algerine .....	R. Bartlett.....	500	233	6,855	188	15	2	18	13,444.39	161	27.66	Bowring Brothers, Ltd.
" 23	Vanguard .....	W. Windsor, sr.....	559	328	2,728	85	1	2	9	5,820.15	180	10.72	Baine Johnston & Co.
" 27	Panther .....	N. Kean.....	363	247	1,946	46	10	2	20	3,397.40	117	9.59	A. Harvey & Co.
May 2	Neptune.....	Geo. Barbour .....	684	465	21,220	548	10	1	12	39,026.15	203	63.76	Job Brothers & Co.
" 1	Diana .....	A. Barbour.....	473	275	4,200	87	16	0	1	6,927.13	152	15.09	Job Brothers & Co.
" 2	Iceland.....	Jas. Barbour.....	423	287	7,007	216	10	2	22	14,315.97	137	34.57	Baine Johnston & Co.
" 3	Erik .....	Job Kean.....	533	412	8,540	190	9	0	13	14,654.28	172	28.23	Job Brothers & Co.
" 4	Walrus .....	S. R. Winsor.....	374	219	4,575	105	9	2	21	7,496.20	120	20.65	N. W. S. S. Co.
" 5	Nimrod .....	B. Barbour .....	334	227	7,153	165	2	3	5	11,879.60	106	36.98	Job Brothers & Co.
			11,704	7,154	177,100	4,186	4	2	18	\$311,271.94	3,528		

## THE HERRING FISHERY.

THE Board invites special attention to the excellent and exhaustive report on the herring fishery, so largely and successfully prosecuted by the Scotch, Norwegian, Dutch and German fishermen, furnished to this Department by Mr. Mair, who has been engaged since his assumption of office last autumn, chiefly in investigating our local herring fishery as conducted at Bay of Islands and on the North East Coast, in Notre Dame Bay, and in Placentia Bay. His observations and recommendations with regard to these and other matters, will be found in his official report to this Department, in the Appendix, as well as the special report above referred to.

The latter contains an object lesson for us to study and to see if we cannot participate in a trade so lucrative to others, and for which we are believed to have the nucleus in the necessary supply of herrings, especially if the improved methods of fishing which have been successfully tested elsewhere were introduced here. The occupation would be congenial to our fishing population, and we have within the Colony suitable material for the manufacture of the needful package.

What would seem to be essential in successfully solving this problem is the application of sufficient capital to push the enterprise beyond the initial stage, and to demonstrate conclusively that the new methods of fishing, prosecuted if need be outside of the principal bays which indent our coast, will result in procuring an adequate and regular supply of herring to conduct the business on a scale sufficiently extensive to insure success.

The past history of our local herring fishery has been characterised as one of spasmodic enterprise, never on an extensive scale, nor as a distinct business worth cultivating on its own merits. Hence from one cause or another the undertaking has not expanded into one of national importance, as has been the case in Scotland where it has easily outstripped in value and importance all other branches of the fishery. Occupying as it does a somewhat similar position, as the time honoured codfishery does in Newfoundland, which up to the present time seems to have absorbed most of the capital of its merchants and the labor of its fishing population.

The formation of a well organized "Limited Liability Company" with sufficient capital to conduct operations on a liberal and systematic scale would seem to have an assured prospect of success if the fish can be procured in sufficient quantity, in or near the territorial waters by improved methods of fishing.

There is every reason to suppose that such would prove to be the case, and if what is at present more or less speculative can become an accomplished fact, the rest is plain sailing, as the market for herring seems to be practically unlimited, and at highly remunerative prices.

The Canadian Government seems to be alive to the importance of their herring fishery, as they have recently imported a drift-net, vessel and plant, with an

experienced Scotch crew, and the necessary operatives for handling the fish after the most improved methods.

A similar experiment in our waters would be a much less speculative undertaking, as we are known to have an abundance of herring of superior quality, which our American and Provincial neighbours have for upwards of a hundred years resorted to Newfoundland to catch, or purchase, finding a ready sale in markets hitherto overlooked, or neglected to a great extent by our own merchants.

Various theories have been advanced accounting for the disappearance from the Coast of Labrador of the well known large schools of the celebrated Labrador herring, which some years ago were plentiful in all the southern bays of that Coast. It is suggested that the practice heretofore adopted of barring large masses of herring causing many dead fish to sink and thereby pollute the ground, is a partial reason, and it is not unreasonable to suppose that the great increase of cod-traps at present used in the Labrador codfishery, fencing off much of the coast line, has had the effect of preventing the herring from entering the bays, as was their wont when the codfishery was prosecuted mainly by codseines and hook and line. Schools of herring have recently been reported as having been seen by Labrador fishermen, but further from the land than in former years, and it is not only possible, but probable, that drift-net fishing on that Coast would be attended with favourable results, and go to prove that the herring had not really deserted the Coast, but were frequenting water, clear of the cod-trap obstruction, which may be said to be permanent, as the traps remain in the water both day and night, whereas codseines are only used during the day. The migration of the fish it should be noted is not an uncommon occurrence in the history of the herring tribe in other countries.

The great desideratum for the permanent establishment of a large herring packing industry is a regular daily supply of fresh herring at the packing stations. By present methods of fishing this regular supply cannot possibly be obtained and therefore under the present system success is impossible.

If drift-net fishing can be introduced with the result that the drifters can provide this regular supply of fresh fish, everything else will follow in regular course.

The Fisheries Board are, therefore, very strongly of opinion that special encouragement should be given to the starting of drift-net fishing rather than to any other branch of this industry.

#### THE LOBSTER FISHERY.

For 1904-5 the export was 43,522 cases, value \$512,662, against 31,575 cases, value \$410,405 for the previous year.

Lobster hatcheries are kept up in Fortune Bay, Bonavista Bay, and Green Bay, as may be seen by reference to the reports of the wardens on another page. The Fisheries' Board cannot speak definitely about the actual results from these

hatcheries at present, but lobsters are still far from plentiful, and the size of the lobsters taken is still unsatisfactory. The same conditions in this regard exist elsewhere.

It is hoped that the new regulations, calling for the labelling of tins, whereby the packer of every can may be readily traced, will tend to greatly improve the quality of the pack.

#### THE WHALE FISHERY.

DURING the past season this business has been carried on at the following stations :—

1 St. Mary's .....	South Coast.
2 Rose a Rue .....	do
3 St. Lawrence .....	do
4 Balena .....	do
5 Chaleur.....	do
6 Dublin Cove.. ..	do
7 Snook's Arm .....	East Coast.
8 Beaverton .....	do
9 Safe Harbor .....	do
10 Trinity .....	do
11 Harbor Grace.....	do
12 Cape Broyle.....	do
13 Aquaforte .....	do
14 Lark Harbor.....	West Coast.
15 Hawke's Bay (Port Saunders) .....	do
16 Lance-a-Loup (Straits of Belle Isle).. ..	
17 Cape Charles.....	Labrador.
18 Hawk's Harbor .....	do

Harbor Grace, Lark Harbor, Hawke's Bay and Hawk's Harbor were operated for the first time during 1905.

During the season there was an unusual scarcity of small crustacea, the principal food of the whale, in the waters around our coast, and to this cause may largely be ascribed the scarcity of whales.

Caplin were much more abundant and generally distributed than for many years, but the fact that no whales followed the schools of this bait fish was generally observed.

The following whaling steamers were engaged in the business during the year :—

STEAMERS.	Catch.	Sul.	Fin.	Hump	Seih.	Sperm
Avalon .....	41	7	16	18	.....	.....
Puma .....	97	26	59	12	.....	.....
St. Lawrence .....	70	27	39	4	.....	.....
Cabot .....	82	66	7	7	2	.....
Lynx .....	90	68	27	2	.....	.....
MicMac .....	50	34	16	.....	.....	.....
Cabot .....	10	.....	10	.....	.....	.....
Lynx .....	40	.....	36	1	.....	3
Hump .....	61	.....	47	12	.....	2
Fin .....	33	.....	23	10	.....	.....
Baccalieu.....	23	.....	20	2	.....	1
Falcon .....	51	9	19	23	.....	.....
Humber.....	65	17	25	23	.....	.....
Neptune .....	.....	.....	.....	.....	.....	.....
Port Saunders.....	26	4	17	5	.....	.....
Mic-Mac .....	34	3	18	13	.....	.....
Hawk.....	45	2	24	16	.....	.....
Cachalot .....	70	.....	57	13	.....	.....

The total number of whales captured during the year was 892, consisting of 263 sulphurs, 460 finbacks, 161 humpbacks, 2 seih, and 6 sperm, being a falling off compared with the year 1904 of 383 fish. Considering that there were five more steamers working in 1905 this is a very large deficiency, and demonstrates the great scarcity during the past year.

The produce for the year's catch consisted of :—

- 1,259,182 gallons of oil.
- 1,661 tons of carcass bones.
- 121 $\frac{3}{4}$  tons of whalefingers (whalebone).
- 2,702 $\frac{1}{2}$  tons of guano.

The price of produce was again low during the year, whale oil only averaged £14 per ton, and finners were lower than ever before, so that the few companies which were successful as regards the catch scarcely paid running expenses. The catch of most of the companies was a comparative failure, and the result in several cases has been the winding up of the companies, with the loss of their entire paid up capital. The figures are not yet available but the aggregate loss will amount to a very large sum. The expenses of carrying on this business are very heavy, and like all other fisheries the results are very fluctuating and uncertain.

In last year's report attention was directed to the annual tax of \$1,500.00 per station, and in view of the disastrous result of the past year this tax appears to be a very heavy burden and bears most unequally on some of those carrying on the business, and it appears to the Board desirable that some change should be made in the reduction of the tax and the mode of levying it.

#### THE SALMON FISHERY.

NEWFOUNDLAND and its great dependency Labrador the is home of the



Atlantic salmon, the finest of all fishes, both for sport and the table. It is somewhat singular that unlike all the rest of North America, Newfoundland has no predatory fresh water fishes, like pike, pickerel, perch, etc. All her inland waters and rivers are filled with salmonidæ in the form of sea-salmon, land-locked salmon, and several varieties of trout. Beyond a few stickle-backs and eels all the fishes of both fresh and brackish waters in the estuaries are salmonidæ, caplin, smelts, and other kindred species.

The policy of keeping the rivers free from nets, and other obstructions, is every season showing better results in the increase both in quantity and size of the fish. There was much local opposition in Gander Bay to the removal of all nets in the river above Salt Island. The result has been very remarkable. The catch has come down from 2,000 tierces to as low as 13. Last season the fishermen themselves admit that their salmon fishery was the best for the past thirty years. They are now fully convinced of the wisdom of allowing the breeding fish free access to their spawning grounds. If the rivers are kept well policed for a few years more the stock of salmon should be increased almost indefinitely. Even now on the West Coast there is a marked improvement in this fishery.

It is noteworthy that there is also an improvement in the size of the salmon taken. Every season now in November and December splendid fish from 30 to 40 lbs. are sold in our local market.

Hitherto no fish caught with a fly in our rivers has weighed over 36 pounds. Last season, however, a 40 lb. fish was hooked in the Codroy River. The wardens all report seeing immense fish lying in the pools late in the season, and there can be no doubt that in the near future Newfoundland will become as celebrated for monster salmon as it is now for the immense number of those fish and trout in the rivers.

Every season our rivers are attracting more and more fishermen from the United States. Whilst comfortable lodgings are afforded tourists at both Great and Little Codroy Rivers, and at the Log Cabin and St. George's Bay, the want of really good country hotels at places like Bay of Islands and other favorite resorts is a drawback to the otherwise very attractive character of this Western part of the Colony.

Amongst the rivers that were frequented by anglers last year was the Terra Nova. Fish were plentiful, but everyone was driven away by a most awful plague of flies. Nothing was ever seen like it before. It is partly explained by the very damp weather, and the late, cold spring.

The ladders at Grand Falls and on the Lower Falls are a step in the right direction, fresh run salmon having been taken above the falls. The river was far too full of water for good fishing the past season, but sportsmen who visited the

river were all satisfied that under normal conditions they would have enjoyed good sport. The Board believes that more ladders might be constructed with advantage.

The catch of fish by net fishermen shows continued increase :—

YEAR.	SALMON.	QUANTITY.	VALUE.
1903—1904.	Salt Salmon .....	3,118 trs.	\$65,400.00
1903—1904.	Fresh Salmon .....	129,495 lbs.	8,768.00
1904—1905.	Salt Salmon .....	3,604 trs.	70,283.00
1904—1905.	Fresh Salmon .....	192,053 lbs.	14,383.00

This fresh fish business, which goes on yearly increasing, is still only in the initial stage. With collecting boats and cold storage, it may be immensely increased.

The demand for fresh salmon is always largely in excess of the supply all over the United States and Canada. It must always be borne in mind that our fish, the Atlantic Salmon, is far away superior to the Pacific fish. In London the supply of salmon is short of the demand by over a thousand tons. The average wholesale price in England is 1s. 7d. stg. per lb.

The Board strongly recommends that the policing of the rivers should be maintained as efficiently as possibly : that there should be an increase of Fishery Wardens, care being taken in their selection, and their services adequately rewarded. An attempt should be made to protect the valuable salmon rivers at Labrador, and to make arrangements with those now claiming netting rights on some of those streams.

With regard to the increase of salmon, two methods find supporters ; one class of experts pin their faith on hatcheries, the other on river protection. Both methods were tried in the St. John River, New Brunswick. Two large hatcheries were kept at work, but the policing of the rivers were neglected ; the fishery steadily declined. The failure became so serious that at last a determined effort was made to put an end to the poaching and netting. With increased vigilance and careful watching of the river. by wardens, the salmon rapidly increased again.

The confirmed opinion of all the most experienced salmon experts, both in Europe and America, is now settled that the best way to increase the salmon is to allow the fish free access to their spawning grounds ; to keep the gravel beds where they spawn in good order ; to guard against the poaching and all illegal netting, and to wage war against seals and all other enemies of the fish, amongst the most destructive being eels.

Hatching may aid in the production of the fish, but it will never be a sub-

stitute for the ordinary method of allowing the fish to produce itself in its own natural way.

#### THE OPERATION OF THE GAME LAWS.

FROM 1904 up to October, 1905, all killing of grouse (locally known as partridges) was prohibited. It was anticipated that the result would show a large increase in those valuable birds. These anticipations have not been realized. The birds were fairly plentiful but not at all in the large numbers that were confidently expected. The Willow Grouse is a ground game. It remains about the same locality where it finds suitable food and other requirements. Besides its slaughter by man it is exposed to many other enemies—foxes and predatory birds of all kinds. Many are killed in rabbit snares; and the enormous number of hares, locally known as rabbits, has furnished abundant food for foxes and thereby increased the enemies of the Willow Grouse.

This splendid game bird, the finest of its race, indigenous to Newfoundland is worthy of every care for its preservation. In many places where it was formerly abundant it has been killed out. As we have pointed out from its peculiar habits it can be easily exterminated. We strongly recommend:—First, that the opening of the shooting season should not be made earlier than the first of October, this will allow the birds to attain full maturity, get strong on the wing, and thus give them a better chance to escape from their numerous enemies, including the gunner. We would also advise that another close season should be tried after the present year so as to give the birds a better chance to increase.

During the past season the Game Laws were, on the whole, well observed. There were some minor breaches of the regulations, but none requiring special comment.

#### HARES.

INFORMATION has been received by this Department that owing to the continued slaughter of the hares (locally known as rabbits) through the season of 1905, as permitted by the law passed in 1903, there has been a marked diminution in the quantity.

This calls for immediate action. These hares are the most valuable food for the poor of this Colony, and as they are not of much value during the summer and breeding season, the killing of them should cease between say 20th March and 1st October.

Merchants in St. John's who were in the habit of receiving for sale 20,000 hares every Spring, states that this season the quantity has been reduced to under 5,000 and more could not be obtained, showing ominously a large decline.

## DISTRIBUTION OF TROUT.

By arrangement between the Government and the Proprietors of the Hatchery at Murray's Pond, near St. John's, 10,000 rainbow trout fry are paid by them to this Department for distribution each year. In addition to this number, 10,000 more were purchased from them at a cost of \$100.00. All these were sent and planted during the past season at the following places :—

Bay Roberts . . . . .	2,000	Harbor Grace . . . . .	2,000
Renews . . . . .	2,000	Catalina . . . . .	2,000
Trinity . . . . .	2,000	Terra Nova River . . . . .	3,000
St. John's East . . . . .	4,000	St. John's West . . . . .	3,000

With the possible exception of Catalina and Trinity, they were deposited in the various ponds in good condition.

## VISITING SPORTSMEN AND TOURISTS.

THE season of 1905 was remarkable for the large increase of tourists, sportsmen and visitors of all kinds to Newfoundland. Owing to the country becoming better known and the large dissemination of literature about the colony, such as Reids' Railway Folder and Sportsmen's Guide, the Newfoundland Guide Book, 1905, (which latter has been extensively reviewed in the English, American and Colonial press.) The Reids' show at the Sportmen's Exhibition in New York, 1906, will also bring about a still larger incoming of visitors during 1906.

The greatest defect of all for the full development of this tourists' traffic, which is so valuable to the Colony, is the want of first class hotels, not only in St. John's but in attractive centres such as Bay of Islands, Placentia, Topsail, &c.

## CARIBOU AND MOOSE.

NOTWITHSTANDING the terrible slaughter of deer which took place on the West Coast the previous year, all accounts from game wardens and sportsmen give ample proof that the caribou are not only numerous, but in all probability more numerous than ever. Since the railway across the Island came into operation, their habits have entirely changed. The Spring and Fall migration, so characteristic of all the tribe of reindeer, still goes on. Their great movements take place every year, and the deer follow the same line of route that they have pursued for centuries.

Every season, however, shows more distinctly that there are large herds of caribou who remain all the year in their own hunting grounds, moving only to a limited extent, north and south, for change of food. Both Selous and Millais who have been stalking caribou during last season—the former in the country between Red Indian Lake and George IV. Lake, and Millais on the line between Bay D'Espoir and the Gander—mention seeing immense numbers of caribou in these regions which are never disturbed by the foot of man. The operation of the last Deer Act, introduced by the Premier, has been wonderfully successful in preserving

these valuable animals. It is their wide range over the vast interior—larger than Ireland—that will preserve them from extinction. Millais and many English sportsmen strongly recommend an alteration in the law, giving the right to shoot five bull caribous and no does. Like all reindeer they are polygamous, and there can be no doubt that the killing of old males with fine heads tends to an increase rather than a diminution of the herds.

#### MOOSE.

THE introduction of new game of this character would be of immense value to the Colony in not only furnishing food for our population, but also in adding to the sporting attractions of the Colony. There appears no good and sufficient reason why the moose should not thrive in Newfoundland. The climate and food and surroundings are very much like Nova Scotia, New Brunswick and Maine, where they flourish. Each moose costs a great deal of money, and the risk of transportation and keeping them alive is very great, but looking to their immense future value to the Colony we hope the experiment of introducing them will be continued until a herd of at least twenty is secured—say fifteen cows and five bulls. The two most notable instances of the immense advantages which accrue from the introduction of new game are, first :—the importation of the varying hare into Newfoundland by the late Hon. Stephen Rendell, and the introduction of trout into New Zealand. The latter experiment was for many years a failure, but at last was crowned with complete success and turned hitherto barren streams into an Anglers' Paradise.

Sir William MacGregor, in his very able report on the Labrador, makes out a very strong case for the introduction of the Lapland tame reindeer into Labrador and on the N. E. Coast, no one can doubt that such a move would be of immense benefit to the isolated settlers in these inclement regions. Judging from the experience of the Americans in Alaska, the idea is thoroughly practical. The experiment would be watched with profound interest by Naturalists all over the world.

**LICENSES TO HUNT CARIBOU,**  
ISSUED SEASON 1905.

DATE.	NAME.	ADDRESS.
July 23	George Munroe .....	Bolton, Lancashire, Eng.
Aug. 8	Hugh McIlvain.....	Philadelphia
	Joseph H. Pekins.....	Milton, Mass.
	Elton C. Clark.....	Framingham
18	Paul T. Colbran.....	New York
21	W. E. Chess.....	Louisville, Ky.
	Mary Grace Chess.....	do
	Wm. Hamilton Brown (Col.) .....	St. James' Square, London
22	R. Huntley Nicholson (Lieut.-Col.).....	London, Eng.
23	Jas. Thorburn McGaw .....	Horsham, Sussex
24	S. W. Tilden .....	Montreal
	Sidney Howard.....	do
	David E. Wheeler .....	Buffalo, N. Y.
	Andrew J. Peters .....	Boston, Mass.
29	W. H. Brownson .....	New York
	Chas. G. Davis.....	do
Sept. 1	Samuel Wax.....	Tremont St., Boston
	W. D. Winson .....	Philadelphia
	H. Howland.....	Schenectady, N. Y.
	T. King Wainwright .....	Washington Ave., Philadelphia
	E. T. Rivenus.....	Walnut Street, Philadelphia
	Ed. Pugsley .....	Delaway Ave., Buffalo
5	Charles Pugsley.....	do do
	Henry E. Green .....	Amsterdam, N. Y.
	Allan J. Smith.....	Philadelphia
	Spencer K. Warnick .....	Amsterdam, N. Y.
	Gardner Kluie.....	Amsterdam
	H. E. Neavis .....	Boston, Mass.
	G. H. Norton .....	Louisville, Ky.
	J. C. Russell.....	do
	John A. Barr. ....	do
	Clement R. Wainwright.....	Philadelphia
	H. L. Ferguson.....	Virginia
	R. G. Beckford .....	do
	Sir R. G. Harvey .....	Langley Park, Slough, England
	Sir Henry Lennard.....	Wickham Court, West Wickham, Kt.
	Math. J. McCready .....	New York
	Jas. B. McCready .....	do
	Julian Sternberger.....	do
5	Chas. D. Butler.....	do
	J. B. Gilliat .....	England
9	B. L. Longmecker .....	Fuller Street, Brooklyn
	Sir Bryan Leighton .....	England
	Lieut. U. Tomline .....	H.M.S. "Cumberland."
	Lieut. Geoffrey Tucker.....	do do
11	B. A. Eastman.....	Vermont
14	T. E. Bond .....	Chestnut Street, Philadelphia
	John A. LeBontillier.....	New York
	B. L. Longmecker .....	Fuller Street, Brooklyn
	Bryan L. Leighton, Bart.....	England
	Lieut. Tomline .....	H.M.S. "Cumberland."
	Lieut. Geoffrey Taylor.....	do do
16	Dr. R. W. Gilbach.....	Hudson St., Hoboken, N.J.
18	D. T. Vaughan.....	Haddonsfield, N.J.
	H. D. Moore.....	do
	A. L. Weil .....	Pittsburg, P.A.
	Ferdinand T. Weil.....	do
	Annie L. Weil.....	do
Oct. 9	W. T. Sears.....	Philadelphia
	Christian A. Hagen .....	do
	W. J. Skeen.....	do
	John D. Gordon .....	New York

## LICENSES TO HUNT CARIBOU (concluded.)

DATE.	NAME.	ADDRESS.
Oct. 9	H. Clay Pierce.....	New York
	Mrs. W. Burroughes .....	do
	John McCulloch .....	do
16	T. J. Miller .....	Horlewood, Lancashire
	Edward C. Dale.. .....	Chestnut St., Philadelphia
	Albert H. Rosengarten.....	Locust St., do
	Herman A. Denckla .....	Chestnut St., do
	Theo. L. Peters.....	Englewood, N.J.
23	Geo. W. Wood.....	Dunville
	Robert R. Hall.....	Pear St., Dunville
	Frank W. Rose .....	Quebec
	H. R. Ross .....	do
	O. C. Frisbie.....	Jamestown, N.Y.
	T. L. Sackett .....	New York
	R. G. Davis .....	New Haven, Conn.
	M. W. Scofield.....	New York
	A. W. Marion .....	Boston, Mass.
	D. G. Geddes.....	New York
	Winslow W. Churchill .....	Boston
	H. W. Rossiter .....	New York
	H. D. Hinds.....	Portland
Nov. 2	Geo. B. North .....	New York
	Lambert Snyder .....	do
10	Erasimes D. Gaansey.....	do

## GAME WARDENS, 1905.

NAME.	PLACE.	DISTRICT.
Philip Keefe.. .....	Pouch Cove .....	St. John's East.
D. McGuire .....	Wine Gap .....	do
Richard Crow .....	Bauline.....	do
Thomas Kearsey .....	20 Mile Pond and 3 Ponds .....	do
John Nugent .....	Outer Cove .....	do
Martin Baird .....	Freshwater Bay.....	St. John's West.
A. Mugridge.. .....	Ruby Grounds .....	do
R. Fizelle .....	Shoal Bay Ridge .....	do
Patrick Nolan.....	Old Placentia Road .....	Pla. & St. Mary's.
John Murphy and Son ....	Black Head .....	St. John's West.
John Baird .....	S. S. Hills, Deadman's Bay .....	do
John Camp .....	Pushthrough .....	Fortune Bay.
Geo. Knowling . .....	Codroy .....	St. George's.
Edward Lee ... ..	St. Mary's .....	Pla. & St. Mary's.
John T. Young .....	St. Bride's and Cape Shore .....	do
Thomas Hawe .....	Goulds, Brigus .....	Port-de-Grave.
H. C. Dawe .....	Clarke's Beach .....	do
J. T. Bancroft .....	Bonne Bay.....	St. Barbe.
Albert Rice .. .....	Western Cove .....	do
James Green.. .....	Witless Bay .....	Ferryland.

NAME.	PLACE.	DISTRICT.
Thomas Johnson.....	Cape Broyle.....	Ferryland.
James Malone... ..	Logy Bay.....	St. John's East.
James Keefe.. .. .	Tor's Cove.....	Ferryland.
James Murphy.....	Harbor Main.....	Harbor Main.
Richard Hibbs.....	Kelligrews.....	do
C. W. Tilley.....	Port Blandford.....	Bonavista Bay.
Alfred W. Rose.....	Bay du Nord, St. Riel's R.....	Fortune Bay.
George Rose.....	Bay de Nord River.. ..	do
Jeremiah Dodge.....	Femme, Conn River.....	do
Abram Miles.....	Head of Fortune Bay River.....	do
James Thornhill, sr.....	Little Bay East, Salmonier.. ..	do
Joseph Riggs.....	Long Harbor.....	do
John Forsey (John).....	Famine.....	do
Patrick Griffiths.. ..	Long Harbor.....	do
Albert Kelland.. ..	Burgeo.....	Burgeo and LaPoile.
Thomas Farrell.....	LaPoile.....	do
Wm. Rixon.....	Old Perlican... ..	Bay-de-Verde.
Ml. Colford.....	Redland to Western Bay.. ..	do

#### REPORTS OF WARDENS—EXTRACTS.

ALBERT RICE, White Bay.—Herring were exceedingly plentiful during spawning time, in June and July, every cove and inlet being full, and the fish rolling ashore on the beaches. Notwithstanding this, the fall herring fishery has been a failure. The fish lie out in deep water, and the people have no gear suitable. For want of a better excuse, the scarcity of whales is assigned as the reason why herring do not come to the shore to be hauled or netted. The caplin school was a short one, and owing to this and a general scarcity of bait, the codfishery, though fair, was not as good as it might have been. Cod traps from Cat Arm to Quirpon, did well.

Salmon and trout ascended the streams in large numbers. The catch by nets in salt water—poor. No anglers, more's the pity. Found Wild Cove Brook obstructed with a net, 4½ inch mesh, which was confiscated and destroyed. Deer have been very plentiful all the season. And beavers are increasing in numbers noticeably.

NICHOLAS PETERS, Hall's Bay.—The codfishery is not prosecuted to any extent in this locality. Salmon net fishing in the bay—poor—for which result the continuously strong east winds are blamed. The rivers were well supplied with salmon and trout. Visitors were again scarce. One well known angler and his wife landed over forty salmon, besides some large trout, during three days fishing. The fishing laws, with very few exceptions, are well observed.

At South-West Arm two or three thousand barrels of herring were taken



during the fall, and sold to a Canadian, who loaded two schooners partly in bulk ; and sent a few hundred barrels per coastal steamer to St. John's for shipment to United States. A considerable quantity of these herring were caught by improvised drift-nets, used at the mouth of the Arm, upon finding that the herring did not come in shoaler water to the shore.

JOHN HAMILTON, Fortune Harbor.—Fishery results similar to the preceeding ; craft that went to Labrador well fished. Lobster catch not equal to that of last year. Twelve lobster packers in this section operate twenty-four incubators with apparently good results.

F. W. NEWMAN, Fortune Head to Herring Neck, (Thos. Lacey)—Reports a prosperous season. Lobster packers, as elsewhere, taking to the staple fishery. Mr. Lacey notes that the first fortnight's fishing lobsters pays ; after that they get scarce. This implies that, at the most, six weeks fishing should be the limit allowed, an opinion shared by many fishermen.

ABRAM LILLY, Warden.—Charles, Norther and Peter's Brooks, Little Rattling Brook and Exploits River—On first trip found that the lumbermen had their drives of logs out early in May ; and the brook mouths being free of nets, consequently, salmon and trout were able to pass up in greater numbers than a casual observer would have any conception of. All lumber concerns can, and should, have their driving of logs down and out of rivers by the end of May, as the water through scarcity of rain, may be low later on, and the streams, as salmon resorts, ruined for the season, the ascent of the fish being blocked thereby. He wishes to thank the Botwoodville management for their consideration in this respect on Peter's and Northern Brooks, but thinks the fishery interests on Rattling Brook are not conserved by the logging arrangements of the Norris' Arm Lumber Co. As to Exploits River, it has been perfectly clear. Salmon going up appear to be of larger size than formerly. The fish ladder at Grand Falls is not yet a success. The pools at the base where they leap are not large enough. Large numbers of salmon try to ascend but cannot. A further expenditure of one hundred dollars would make this ladder of great value.

WILLIAM SHAVE, Fogo—Caplin landed about June 5th, at Musgrave Harbor, at Fogo on the 12th. Fishery opened last week in May, traps getting from 5 to 6 quintals per day. Fishery during the caplin school, good. Squid and herring bait scarce, causing many idle days. Craft at Labrador and Treaty Coast did well. Lobster fishery nearly as good as last year.

J. B. WHEELER, Musgrave Harbor.—The codfishery with traps on shore, a failure this season. Hook and line men did fairly well and had there been any squid this fall the fishermen would have done well. The larger boats all went to the French Shore and Labrador and brought back good trips. Caplin was scarce in the coves, and much fish was lost in consequence. Many people think that the

handling of so many lobster pots worry the caplin from the shore. Herring was scarce to and the opinion is expressed that the spawning coves and resorts should be clear of all incumbrances. It is surmised that the abundance of dog-fish has something to do with the want of squid bait. The lobster fishery was quite equal to last year's. A cold storage plant for bait would be of much service here. Seventy-one codtraps were used in this section. Number of lobster factories, forty-four. There are several good brooks well supplied with trout and salmon, among the number being the Upper Salt Water Brook, the pond of which is a beautiful lake for boating or rowing, the scenery around it being grand; it would make a splendid home for invalids. You can go fishing on the lake; you can run a bicycle all around it; you can pick lots of berries of different kinds, and get capital sport with a gun."

JOSIAH GOODYEAR, Gander River.—Salmon commenced to ascend the river about the end of June, and continued in greater numbers than have been known for some years. Caught at Salmon Brook Falls, and Salmon Brook Rattle:—25 by Messrs. Syme, Bennett and Crawford from St. John's, and 155 by mill residents in their spare hours. It is a pity more visitors do not try this river. There are pools that have never been tried where good fishing is almost certain.

The net fishermen between Salt Island did better than for the last fifteen or twenty years—nearly 70 tierces. The river was in good condition, kept good and high to the 20th August. A fish ladder is urgently wanted at Salmon Brook Falls as hundreds of salmon stay there week after week unable to get up to the large pond above the falls.

CAPE FREELS TO GREENSPOND, (no warden).—Cod and lobster fishery fair. Fishermen generally at the Straits and Labrador returning with uniformly good fares.

JOHN SAINSBURY, Greenspond to Alexander Bay.—Lobsters were as plentiful as in recent years, but owing to the demand for codfish not so many packers were engaged. Local codfishery poor, averaging not over 19 quintals per man. As elsewhere the craft did well at the Labrador. Salmon fishery by nets in salt water ahead of last year. No anglers at Indian Bay.

RICHARD BRIFFETT, Terra Nova River.—The catch of salmon by net fishermen outside was small. The fish passed up the river free of obstruction. A considerable number of anglers were around during the season, some of them from the British Isles:—Revds. Yarborough and Hook, Mrs. Stickberry, Sir Bryan and Lady Leighton, Mr. Wilson, also Mr. Eastman from New York, and others from St. John's. The fish ladder at the Upper Falls is a success, several very fine fish having been caught in the pools above. The most caught by one angler was 16.

C. W. TILLEY, North West and South West Rivers of Clode Sound.—No violation of the fishery laws is reported. Plenty of salmon passed up about the

end of June. Anglers who have visited this locality the past season say the North West River is one of the finest fishing streams in Newfoundland. Caribou very scarce this fall. And rabbits are now so few that the residents predict if a close season for them is not enforced they will soon be extinct.

GEORGE HAINES, Jamestown, Bonavista Bay.—The codfishery from Long Island to the bottom of Gooseberry has been a blank. The lobsters in this section are yearly becoming smaller and scarcer, and the opinion is still held as to the advisability of shutting down this fishery for a few years. Caplin plentiful notwithstanding the absence of whales to drive this bait to the shore. Some friction over the prohibition of seines with herring being embarred, but the law has not been carried out. The good fishery at Labrador with high prices has, in common with other districts, a good effect on the inhabitants of Bonavista Bay.

IN TRINITY AND CONCEPTION BAYS the catch must be set down generally as below the average. The success, in nearly every instance, of Labrador crews, stationary and floating, and the high prices paid for the fish, overshadowed any unsatisfactory shore fishing results. Hook and line men 10 to 15 quintals. Traps 10 to 50 quintals. Caplin were much more in evidence than during the past two years.

CAPE ST. FRANCIS TO CAPE BOLLARD.—The codfishery was somewhat below the average. Caplin fairly plentiful. Squids, scarcely enough for immediate requirements, little or none to fill the Cold Storage Plants at Petty Harbor and Bay Bulls. On this Eastern Coast it has not been a "cod trap year."

TREPASSEY BAY.—Here, too, the codfishery was an entire failure, perhaps the worst on record.

ST. MARY'S BAY—Thomas Connors, Peter's River, reports that the fishery opened well on the East side of St. Mary's and continuing good, especially from Cape Pine to Cape English, to the end of the caplin. A large number of fishing craft of all sizes from all parts west of this frequent these grounds, anchoring at Trepassey. These would have done well if squid had been plentiful. Some Fortune Bay craft would go to Conception Bay for squid and returning do good work on their trawls. Rivers were low. Salmon and trout fairly plentiful, the former noticeably being the largest caught and seen for many a year.

THOMAS GRACE, St. Mary's to Haricot. The lobster fishery is somewhat less than last year. Representations are made that the use of "hand pots" (hoops netted across and placed flat on the bottom) are most prejudicial as catching all the spawning lobsters. Codfishery poor to middling. Squid and herring scarce.

PATRICK HURLEY, (Lawrence Murphy), Salmonier River. This fine fishing stream kept up its high reputation during the past season. There is at all times a number of anglers, and all apparently get good catches. Precautions are taken to

prevent any obstruction at the mouth, and these are amply justified by the increased productiveness in numbers and size.

JOHN DALEY, Rocky, North Harbor, Little Harbor and Haricot Rivers (William Dakin) —The west side of St. Mary's Bay has many fine streams, including Little Salmonier and Great and Little Barachois in addition to the above. Good angling may be counted on. The fish ladder, made by blasting, at Rocky River is satisfactory and with a further trifling expenditure will enable fish to go up country to the ponds and reaches of Whitbourne.

W. J. COLLINS, Branch—Lobsters as last year. Codtraps at this place number 40, averaging 40 to 250. Fishery a poor one. As usual squid bait scarce in the fall with a fine lot of fish on the fishing ground. No visiting anglers at Branch River.

JAMES BURKE, Barrisway, Placentia Bay.—Salmon plentiful about middle of July, but apparently smaller than usual. There were nets set on the outside, but dog-fish were "fearfully plenty" and tore them up. Codfishery not an average. Bait Scarce.

THOMAS POWER, Placentia.—Salmon commenced to ascend the arms on June 20th, and trout struck in the North and South-East Rivers in abundance about 12th July, the catch beating all previous records and continuing plentiful up to the end of August. Salmon were fairly plentiful. There were netted about 18 barrels, and some nice catches were made on the fly. More anglers visited the river this year than in any previous season, and all were successful. The scenery is fine, the roads and hotels good, and a pleasant time is certain to all tourists, local or foreign, who visit Placentia. The Warden appends a list of visitors too long to reproduce.

PATRICK GRIFFITHS, Long Harbor River.—During the season the few inhabitants of this locality were thrown into a state of excitement by the report that the sea serpent was in the pond. Some say it is a conger eel. Warden did not see him, but believes the fish to be dangerous. He nearly went to the land the other day for two boys. One of the boys had courage enough to heave a rock and struck him on the head, and it rattled like a tin pan. The boys told me it was twelve feet long. Would like to know from Mr. Watson what means could be worked to get him out of the pond. Subsequent reports do not contain any sequel to the above, and, by contrast, are uninformative and uninteresting.

JOSEPH LILLY, Come-by-Chance crossing.—First anglers, Soper Brothers, on July 24. Caught more than they could carry away, not over large, averaging only from one to two pounds. After this, and through the season, parties arriving and making good catches, aggregating 200 to 300 dozen good sized trout. Mill managers on this river loyally abstain from pollution of the waters with rubbish, and keep passage ways up the stream clear.

THOMAS ADAMS, Mouth of Come-by-Chance River.—Plenty of rain gave salmon and trout free access. No violation of the fishery or game laws known. Lobster fishery nearly as good as last year.

EDWARD SOPER, North Harbor River and Watson's Brook.—The herring fishery a little better than last year, no seines used. Lobster fishery not nearly as good. Sends a list of St. John's anglers, who account for 150 dozen trout, and estimates that the settlers of the locality caught fully 300 dozen more. Trout are noticeably in good form, both in weight and sport obtained in landing them. North Harbor River is an ideal spot for fishing, being practically free from obstruction in the shape of trees, etc. One can walk on both sides of the river and land his fish with pleasure.

CONSTABLE WILLIAM MARCH.—This officer, by courtesy of the Department of Justice and Constabulary, cruised over Placentia Bay at the beginning of the fishery, taking up Bait Protection work at Cape Dantzie during June and July, and again acting as Fishery Warden until September 15th. The following extracts are taken from his report :—

“ I joined the boat *Star of the Sea* on May 15th and proceeded from Placentia to Long Harbor, Iona, Harbor Buffett, Brewley and other settlements around Placentia Bay, principally on inspection of lobster factories and plant. I found the factories in operation well and satisfactorily conducted, the managers of which were provided with the necessary licenses. The packing was well managed and showed an average improvement. In some instances I found the packing in certain factories a little short of standard weight, but the shortage was not sufficient to warrant any action being taken. Light packing, some claim, is due to the evaporation in bathing the tins. To overcome the difficulty in this respect, it would be advisable to pack them dead weight. The amount of evaporation being so small would not be such as to lighten the packing to any appreciable extent. I am pleased to say, however, that the cases mentioned are the exceptions, and by no means the rule, as the output, on the whole, has been well packed and handled. The lobster fishery has shown a gradual falling off from season to season, and I feel safe in saying that in a few years lobster packing in this Colony, as a commercial enterprise, will have to be abandoned. A few years ago less than one hundred could be found to fill a case of 48 lbs., to-day over two hundred and fifty are required for the same purpose, and the increase has been gradual. Many abandon the fishery at the caplin school, as the codfishery, at present prices, is found much more valuable.

Early in June we proceeded to John de Bay and Burin to guard the coast and prevent the illegal sale and exportation of bait to French and American fishing vessels. Caplin made its appearance about the 17th. Many Canadian and Newfoundland vessels procuring bait at this quarter. No American vessels were reported with the exception of two or three who had procured licences previous to the passing of the Bait Act. In all thirty Canadians were baited on the Burin Coast.

The Bait Act has been very effectively carried out, and no one has made an effort to violate the Act regarding the French in carrying bait to St. Pierre. Caplin abandoned the coast early in July and we proceeded in Placentia Bay to secure the closing of the lobster factories on the 20th of July.

The codfishery in Placentia Bay is very backward. The trap fishery is a complete failure, and very little being done with hook and line. It would appear that the great scarcity of codfish must be attributed not to the destruction of whales, but destructive methods employed in catching, such as cod-traps, trawls, and cod jiggers. If fishermen were to adopt the hook and line a more evenly balanced and more profitable voyage would result. On no account should jiggers or cod-traps be allowed inside the headlands.

On the 18th of July I visited Sound Island and found herring of large size plentiful in the vicinity. All the herring catchers have done well, and some of the factories have packed as high as one thousand barrels during June and July. As the packing was done during the spawning season, and as the presence of large schools of herring is due to their being in those Arms to spawn, great damage must result from such wholesale destruction. Again the herring are not in as favourable a condition as at other seasons, and the pack so taken must be of an inferior quality, tending to damage this industry and lower the standard of our herring. Two parties who hauled and barred herring contrary to the regulations were summoned before the Magistrate and fined \$20.00 and costs.

Squid were taken about August 3rd, more plentiful than last season, but the catch was not continuous and many vessels were delayed considerably in waiting for sufficient supply for bait.

Several Canadian and local vessels were baited at Burin and vicinity, as high as 65 cents per hundred being paid. Boats from Cape Pine and Cape St. Mary's report a scarcity of squid on the grounds some being on the near fishing ledges in Placentia Bay. The scarcity of bait on the ground makes it difficult to secure good trips, and consequently the catch since the caplin season shows very little improvement.

I regret that I have not been able to give a more favourable report of the codfishery. In some localities punt fishermen do not average 10 quintals. The gradual decline in the fisheries is a matter of serious importance and calls for careful enquiry. That the shortage is due to the destructive methods, namely jiggers, trawls and cod-traps employed from season to season appears evident."

W. P. LAKE, Fortune.--The lobster fishery has been about one-third less than last year. This warden also sees a steady depletion of this fish going on, and thinks, quite logically, that the true remedy is in the enforcement of the rule prohibiting the killing and canning of the hen lobster. This would be a measure with results far exceeding artificial propagation by incubators. The rule is violated with impunity as the warden cannot be everywhere. The shore codfishery poor, not

exceeding 10 to 15 quintals per man. The Bank Fishery is largely prosecuted in the section, Burin to Grand Bank and Fortune Bay, resulting this season in good average catches.

B. A. BRAZIL, Garnish.—Lobster fishery, as elsewhere, not equal to previous years. Salmon fishery in nets likewise. Rivers and streams teeming with small salmon and large trout; thus two sportsmen caught, July 24th, 14 salmon, 84 lbs.; and 20 trout, 51 lbs. The British Consul at St. Pierre was angling in June—a little too early. Very few anglers, other than local, frequent these streams.

GEORGE ROSE, Bay du Nord; Alfred Rose, St. Keel's; Joseph Riggs, Long Harbor; James Evans, Famine and Conn.; Abram Miles, Terenceville; James Thornhill, Little Bay East to Terenceville.

The foregoing wardens and their streams in Fortune Bay are accounted for by Henry Clinton, of St. Jacques, who states of Bay du Nord River:—"A magnificent salmon stream, it extends about 30 miles inland and has splendid steadies or spawning pools, and is second to none in the Island for salmon. It has an easy access and a dory can take the angler to Smoky Falls seven or eight miles up, if he wishes to go so far." Long Harbor River is a fair river, two Americans fished in it but were disappointed in getting small salmon only, the largest weighing 8 lbs. All these streams are well guarded and this should show good results in the near future.

PHILIP CLUETT, Belleoram to Point Enragee.—In this area 150 lobster factories are operated with 19,515 traps set. The catch was 414,520 lobsters to make cases 1,152; persons engaged—males, 168; females, 124. Shore fishery very poor owing in a large degree to scarcity of bait. Banking craft did fairly. There are some prosecutions pending for lobster fishing and canning after expiry of season.

W. E. PARSONS, St. Jacques to Harbor Breton.—One third to two fifths of the fishermen in this area go to the Banks or the Straits of Belle Isle. Of bankers there were 13. The highest catch was about 2,000 quintals. Captain J. Lewis, M.H.A., and members of the Fishery Board, most fittingly high liner. Bankers averaged 1,000 quintals. The small craft at the Straits did well. Shore fishery a comparative failure. Lobster operations to were very poor, not averaging three cases per man, indicating that this industry is getting played out. As to herring there were eighteen seines in Connaigre Bay last Spring. As high as \$35.00 was received for a dory load, and some crews made in one night's hauling \$150.00, proving the fallacy of the notion that prices would not be kept up if the United States craft were debarred from purchasing. Probably 20,000 barrels were taken, and all except about 300 sold as bait to Canadian and local bankers. Salmon this year has been more plentiful than for the past fifteen years west of Harbor Breton. The streams and brooks teem with good sized trout, but sport in this direction is confined to local anglers.

MARK WAY, Hermitage Bay, Connaigre Bay and Bay D'Espoir.—The lobster fishery the worst on record. The opinion prevails among many that a suspension of this fishery for a few years is desirable. Codfishery also very poor. Mr. Lake's mill still continues to allow sawdust and rubbish to escape into Conn. River, but continues also to promise that a more extensive breastwork shall be constructed to remedy the grievance.

JOHN CAMP, Pushthrough to Cape LaHune, on Fishery and Bait Protection Service.—Laws regulating exportation or sale of bait rigidly enforced. No United States and few Canadian vessels were seeking bait in this section during the past season. Herring plentiful up to 20th of July. Since that date, large herring—none, but those of very small size, too small to mesh in any net, continuously plentiful. Thinks the law forbidding seining in spawning season will make for an increase in a few years. Salmon fishery the best for years.

JOSEPH SMALL, Burgeo, Cape LaHune to Cinq Cerf.—Codfishery below an average in the first part, but picked up in the fall, and the high prices obtained makes for general contentment. Lobsters 30 p.c. below last year. Nearly all packers would support a proposition to close down for two or three years. Some men holding incubators failed to use them by reason of getting no female lobsters. Salmon—the best season for many years, a large proportion of which has been canned. Twenty-five thousand pounds sent fresh to Port-aux-Basques for exportation. Squid found only occasionally. Won't jig, and the fishermen suffered in consequence. Several craft went to the Straits and returned well fished.

ALBERT KELLAND, Game Warden at Burgeo.—Caribou were exceedingly plentiful last winter, up to March, (1905) all along the South Coast. Women and girls walked in the country on a fine day to get a nearer view of companies. They may be reckoned in thousands. It is difficult to surmise how they subsist, as the country is thickly covered with snow and ice. Trappers, who were 70 miles in the country taking up their traps, report them just as plentiful as far as they went north. The present winter is to date milder, but the residents were able to kill enough for local food requirements, and to send some hundreds on consignment for sale at St. John's.

RICHARD FURNEAUX, Rose Blanche.—Was on Bait Protection service up to June 20th. Visited lobster factories between Grand Bruit and Channel; all licensed. Some diversity of opinion as to suggestions for protection of this industry. The majority are in favor of the fishery being closed down for at least three years. The present catch is little more than half of last season. Many packers announce the intention of giving up this business. This year there were over seventy factories in this small stretch of coast. At Hiscock's Point there are nine families, and each has a factory. The grounds everywhere are overfished. Very noticeable is the almost disappearance of seeded lobsters. No person seems able to account for this. The catch, in number and size, is approaching the



vanishing point. The codfishery has, during the summer months, been a failure, partly through want of bait. Caplin landed at places on this coast, the first time for many years, but unfortunately, no fish was caught with them. Squid came in also at times, but would not jig. Salmon fishery, from Rose Blanche to Grand Bruit, very good. No United States or Canadian vessels have visited this section for bait, and the supposition is, that squid, which have been taken there by seines, is easily obtainable on the Cape Breton coast.

GRAND RIVER, Codroy.—Thomas Downey, Arch. McIsaac, Peter Mouise—Little River, Codroy—Alex. McIsaac, W. Doucette, John McIsaac—These famous rivers gave their usual full measure of sport to a large number of anglers from Great Britain, Canada and the States. Salmon appear to be increasing in number and size. The season gives a most satisfactory record. Mr. Doucette and others send details of names of anglers, numbers of salmon and trout, and weight, which show the value of these streams in yielding good sport to visitors, and profit, in many ways, to the residents.

#### REPORT OF THE RIVER WARDENS ON THE CATCH OF SALMON BY ANGLERS, GRAND RIVER, CODROY, 1905.

GRAND and Little River, Codroy, as usual had a great number of visitors, and nearly all the anglers enjoyed excellent sport. There was plenty of water in the streams. Sir Bryan Leighton hooked and held for an hour a big salmon of 40 lbs. Sir Bryan who is a very experienced fisherman is very confident about the size of the fish, he had him fast for an hour and saw him jump quite close to him several times. The wardens have from time to time reported seeing monster fish in the pools late in August.

#### PETER MOUISE'S REPORT.

EDWARD HAYES, South Branch, June 26—1 salmon, 14 lbs.; July 31—1 salmon, 8 lbs.; Aug. 1—1 salmon, 8 lbs.; 3 grilse, average 4 lbs.

MR. RENNIE, St. John's, July 13—1 salmon, 12 lbs.; 2 grilse, 4 lbs. each.

R. MURRY, Scotland, July 5—3 salmon : 1, 9 lbs.; 2, 10 lbs. each.

ARCHIE A. A. McISAAC, Grand River, July 7—2 salmon, 9 lbs. each.

CAPT. THRANTER, England, July 8—2 salmon, 9 lbs. each.

HERDER AND RENNIE, St. John's, July 9—3 salmon, 9 lbs. each.

MR. BARTRAM SALTER, Sydney, C.B., July 12—2 salmon, 10 lbs. each.

ISRAEL BRAYTON, Fall River, Mass., July 13—1 salmon, 11 lbs.; July 14—4 salmon, average 9 lbs.

J. H. MARTIN, Fall River, Mass., July 13—5 salmon, 2, 9 lbs. each ; 3, 10 lbs. each ; July 23—3 salmon, 9 lbs. each.

J. H. MARTIN AND ISRAEL BRAYTON, Fall River, Mass., July 24—5 salmon, average 7 lbs.; July 25—5 salmon, average 8 lbs.

OSCAR D. SHEARES, New York, July 14—4 salmon, average 8 lbs.

JAMES W. HUSTED, Peckskill, N.Y., July 14—5 salmon, average 7 lbs.

MR. DEMIRCH, (Mr. Dimock) Boston, Mass., July 14—3 salmon : 1, 14 lbs.; 1, 10 lbs.; 1, 8 lbs.

MEDRICK AUCOIN, Grand River, S.B., July 16—3 salmon, average 7 lbs.

JOE McISAAC, Grand River, July 26—5 grilse, average 4 lbs.

A. COBB, Newfoundland Railway, Aug. 1—3 salmon, average 7 lbs.; 2 trout, 3 lbs. each.

DR. TAYLOR, Philadelphia, Aug. 2—3 salmon, average 8 lbs.

DR. E. G. TUTTLE, N.S., Aug. 6—2 salmon, average 4 lbs. (grilse.)

W. D. REID, St. John's, Aug. 7—2 salmon, 8 lbs. each.

THOS. WINTER, St. John's, Aug. 9—3 salmon, average 8 lbs.; 8 trout, average 4 lbs. Aug. 11—2 grilse, 4 lbs. each; 3 trout, 9 lbs.

A. M. AND A. WINTER, St. John's, Aug. 25—2 salmon, 7 lbs. each.

E. STEELE, Plainfield, N.Y., Aug. 25—1 grilse, 4 lbs.; 3 trout, 4 lbs. each.

W. WILSON, England, July 11 to 14—2 salmon, 9 lbs. each; 2 grilse, 3 lbs. each.

MR. WILLARD, New York, July—1 salmon, 11 lbs.; 14 grilse, average 3 lbs.

CAPT. TROTTER, Quebec, July 2 to 12—13 salmon : 11 to 25 lbs., weight 156 lbs.; 10 grilse, average 3 lbs.; 2 trout : 1, 3 lbs.; 1, 5 lbs.

ED. HAYES, South Branch, June and July—21 salmon, average 11 lbs.; 11 grilse, average 3 lbs.; 4 trout, average 3 lbs. August—6 salmon, average 10 lbs.; 5 grilse, average 3 lbs.; 12 trout, average 2½ lbs.

MESSRS. MORTON AND BRATON, New York, July 23-26—1 salmon, 12 lbs.; 1 trout, 3 lbs.; 10 grilse, average 3 lbs.

JOHN P. CORMIER, South Branch, July—3 grilse, average 3 lbs.

H. E. HARDY, South Branch, July 18-31—6 salmon, average 11½ lbs.; 9 grilse, average 3 lbs.; 4 trout, average 3 lbs. August—6 salmon, average 10 lbs.; 19 grilse, average 3 lbs.; 20 trout, average 2 lbs.

A. McISAAC, Grand River, July—8 salmon, average 12 lbs. Aug.—9 grilse, average 3 lbs.; 15 trout, average 3 lbs.

BASIL CORMIER, Grand River, July—2 salmon : 1, 11 lbs.; 1, 20 lbs.; 12 trout, average 3 lbs.; 18 grilse, average 3 lbs.

MIKE DOWNEY, Grand River, Aug.—1 salmon, 9 lbs.; 15 grilse, average 3 lbs.; 1 trout, 3 lbs.

ARCHIE A. A. McISAAC'S REPORT.

(Newman already reported.)

GAPT. GILLIATT, England, June—3 salmon, 9 lbs. each. July 1st and 12th—3 salmon : 1, 22 lbs.; 2, 8 lbs. each. July 19—Aug. 19—2 salmon, 10 lbs. each ; 25 grilse, average 3 lbs.; 3 trout, average 3 lbs.

SIR BRYAN LEIGHTON, England, June—5 salmon, average 10 lbs. July—6 salmon, average 10 lbs.; 4 grilse, average 3 lbs.

LADY LEIGHTON, England, June—3 salmon, average  $8\frac{3}{4}$  lbs. July—4 grilse, average  $3\frac{1}{2}$  lbs.

P. P. TAYLOR, St. John, N.B., July—7 salmon, average 9 lbs.

HERDER AND RENNIE, St. John's, June 27-30—12 salmon, average 13 lbs. (largest  $22\frac{1}{2}$  lbs.)

ELWOOD MILDEBERGER, New York, June—8 salmon, average 11 lbs. July—5 salmon, average 12 lbs.

LT. COL. NICHOLSON, England, June—8 salmon, average 12 lbs.

R. MURRAY, Scotland, June—7 salmon,  $8\frac{1}{2}$  to 10 lbs. July 1-15—6 salmon, average 11 lbs.

J. DE W. SPURR, St. John, N.B., July 1—1 salmon, 11 lbs.

J. P. RYAN, Grand River, Aug.—1 salmon, 11 lbs.; 6 grilse, average 3 lbs.; 6 trout, average 2 lbs.

W. D. REID AND PARTY, St. John's, Aug.—2 salmon, average 13 lbs.; 6 trout, average 3 lbs.; 18 grilse, average 3 lbs.

R. SCONCE, New York, Aug.—4 salmon, average 15 lbs.; 3 grilse, average 3 lbs.; 25 trout, average 2 lbs.

A. ENGLISH, Grand River, Aug.—2 grilse, average 3 lbs.; 12 trout, average  $2\frac{1}{2}$  lbs.

A. PLUFFER, Philadelphia, Aug.—12 grilse, average 3 lbs.; (in one day).

J. McISAAC, Grand River, Aug.—5 grilse, average 3 lbs.; 3 trout, average  $2\frac{1}{2}$  lbs.

MR. THOMAS DOWNEY'S REPORT.

MR. D. KEITH AND SON, Halifax, N. S., June 4-16—11 salmon, 114 lbs.

MR. H. SMITH, Halifax, N.S., June 17-18—3 salmon, 1, 26 lbs.; 1, 12 lbs.; 1,  $9\frac{1}{2}$  lbs.

MESSRS. STUART AND GOOCHE, New York, June 25-29—2 salmon : 1, 12 lbs.; 1, 10 lbs.

COL. NICHOLSON, England, June 21--1 salmon, 11½ lbs.; 6 trout.

MR. M. DOWNEY, Grand River, Aug. 5—1 salmon, 9 lbs.; 20 grilse.

MAYOR FULLERTON AND PARTY, Sydney, June 9-12—9 grilse.

MR. F. F. DOWNWARD, England, June 6 to July 9—11 salmon, 7½ to 11½ lbs.; 23 grilse, 75 lbs.; 4 trout, 14 lbs.

MR. W. WILSON, England, June 9 to July 9—17 salmon, 22½ to 8 lbs.; 8 grilse; 9 trout.

MR. C. DU BOIS WAGSTAFF, New York, July 8-23—10 grilse.

MR. S. HENSHAW, Rhode Island, U.S.A., June 10—2 salmon : 1, 10 lbs.; 1, 16 lbs.

MRS. HENSHAW, Rhode Island, U.S.A., June 9—1 salmon, 10 lbs.; June 15—1 salmon, 9 lbs.

W. CAMPBELL, St. John's, N. F., Aug. 3—1 salmon, 9½ lbs.

REV. L. O'DONOVAN, Baltimore, U.S.A., June 28—2 salmon : 1, 9½ lbs.; 1, 20 lbs. June 29—2 salmon : 1, 9 lbs.; 1, 13½ lbs. July 3—1 salmon, 8½ lbs. July 8—1 salmon, 6 lbs.; 2 grilse : 1, 3 lbs.; 1, 3½ lbs. July 9—3 grilse. July 10—1 salmon, 14 lbs.; 3 grilse : 1, 3 lbs.; 1, 3½ lbs.; 1, 4¼ lbs. July 11—1 salmon, 11½ lbs.; 1 grilse, 3¼ lbs. July 14—3 grilse : 1, 3 lbs.; 1, 3¼ lbs.; 1, 3½ lbs.

REV. W. J. RUSSELL, Baltimore, U.S.A., July 1--2 salmon : 1, 9½ lbs.; 1, 9 lbs.; 1 grilse. July 4—1 grilse, 3 lbs. July 8—1 grilse, 3½ lbs. July 9—2 grilse : 1, 3¼ lbs.; 1, 4 lbs. July 10—2 grilse : 1, 3¼ lbs.; 1, 3¾ lbs. July 11—1 grilse, 3½ lbs. July 13—1 salmon, 9 lbs. July 14—2 salmon, 10½ lbs. each.

MR. A. V. FRASER, New York, Sept. 1—1 salmon, 10½ lbs.; Sept. 2—2 grilse, 3¼ lbs. each; Sept. 4—1 salmon, 9¼ lbs.; Sept. 8—1 grilse, 3½ lbs.

FISHERY PRODUCTS EXPORTED FROM THE COLONY, (INCLUDING LABRADOR, 1904,) DURING TWELVE MONTHS ENDING JUNE 30th, 1905.

	QUANTITY.	VALUE.	
CODFISH, DRY—United Kingdom .....	40,737 qtls.	\$170,341	
Canada .....	61,459	295,374	
British West Indies .....	65,763	351,836	
Gibraltar.....	215,507	902,255	
Malta .....	1,570	8,016	
Panama .....	154	797	
Greece .....	3,632	18,886	
Montevideo .....	40	200	
Colombia .....	1,621	1,189	
Spain .....	111,700	512,700	
Costa Rica .....	2,066	10,871	
United States.....	8,072	50,587	
A. W. Indies.....	11,763	60,789	
Italy.....	111,447	540,470	
Portugal .....	322,287	1,799,552	
Brazil.....	236,553	1,369,584	
Madeira.....	1,143	6,620	
F. W. Indies .....	309	1,556	
	<u>1,196,814</u>		<u>\$6,108,618 00</u>
FISH, FRESH—Canada .....	8,535 lbs.		
St. Pierre.....	1,400		
	<u>9,935</u>		<u>\$192 00</u>
“ BONELESS—Canada.....	195 cases.		\$190 00
“ PICKLED—United Kingdom.....		15	
Canada.....		5,957	
United States.....		6,826	
Various Countries.....		360	
		<u>13,158</u>	<u>\$13,167 00</u>
HADDOCK & HAKE—Various Countries.....	1,729 qtls.		\$8,283 00
POLLOCK—B. W. Indies .....	101	556	
United States.. ..	32	160	
	<u>133</u>		<u>\$715 00</u>
HERRING, BULK—Canada.....	3,752 brls.	4,717	
United States . . . . .	64,160	79,588	
	<u>66,912 brls.</u>		<u>\$84,305 00</u>
“ FROZEN—Canada .....	5,434 brls.	13,744	
United States .....	24,148	56,791	
	<u>29,582 brls.</u>		<u>\$70,535 00</u>
“ FRESH—Canada.....	23 brls.	36	
United States.....	3	6	
	<u>26 brls.</u>		<u>\$44 00</u>
Carried forward.....			<u>\$6,286,049 00</u>

Brought forward .....			\$6,286,049 00
HERRING, PICKLED—United Kingdom.....	2,161 brls,	\$6,679	
Canada.....	54,622	148,351	
United States.....	17,504	54,117	
B. W. Indies .....	5,703	21,415	
Colombia.....	73	292	
A. W. Indies .....	50	200	
	80,113 brls.		\$225,054 00
“ SMOKED—Canada .....			\$50 00
LOBSTERS—United Kingdom .....	22,681 cases	\$270,845	
Canada .....	5,689	68,715	
United States .....	187	2,301	
Belgium .....	2,131	24,477	
Denmark .....	1,600	19,055	
France.....	260	3,000	
Germany .....	8,796	104,401	
Holland .....	2,095	24,890	
Sweden .....	70	840	
Italy.....	10	100	
Brazil.....	2	26	
Portugal .....	1	12	
	43,522 cases		\$512,662 00
SALMON, FRESH—Canada .....	190,857 lbs.	\$14,301	
United States .....	1,197	82	
	192,054 lbs.		\$14,383 00
“ PRESERVED—Canada .....	230 cases	\$1,127	
Various.....	16	76	
	246 cases		\$1,203 00
“ PICKLED—United Kingdom.....	1,992 trcs.	\$42,507	
Canada .....	1,016	17,048	
United States .....	70	1,485	
B. W. Indies.....	390	6,655	
Various.....	136	2,588	
	3,604		\$70,283 00
TURBOT—Canada .....		\$840	
Various .....		10	
			\$850 00
TROUT—United Kingdom.....	329 brls.	\$2,472	
Canada.....	1,028	5,901	
United States.....	632	3,943	
Various .....	44	232	
	3,043		\$12,548 00
SMELTS—Canada .....			206 00
SOUNDS AND TONGUES—Canada.....			36 00
SQUID—Canada .....			12 00
SCALLOPS—St. Pierre .....			60 00
Carried forward .....			\$7,123,396 00

Brought forward.....			\$7,123,396 00
OIL, COD—United Kingdom.....	235 tons.	\$67,725	
Canada.....	206	16,986	
United States.....	981	80,652	
Various.....	35	2,821	
	<u>2,057</u>		\$168,184 00
OIL, REFINED—United Kingdom.....	51,233 gals.	62,060	
Canada.....	17,306	19,710	
United States.....	45,192	54,370	
Various.....	775	1,135	
	<u>114,506</u>		\$137,265 00
SEAL OIL—United Kingdom.....	3,272 gals.	328,585	
Canada.....	309	26,651	
France.....	153	15,300	
Various.....	50	4,438	
	<u>3,783</u>		\$374,974 00
STEARINE—United Kingdom.....		1,659	
Canada.....		1,715	
		<u>3,374</u>	\$3,374 00
SEAL SKINS—United Kingdom.....	173,160	220,296	
United States.....	142,310	149,950	
Canada.....	15	15	
	<u>315,685</u>		\$370,261 00
SEALS, ALIVE—various.....	50		375 00
CAPLIN—various.....	509 brls.		811 00
HALIBUT—Canada.....			1,628 00
COD ROES—Various.....	1,708 brls.		8,335 00
EELS—United States.....			10 00
FISH PRESERVED—Various.....			496 00
WHALE OIL—United Kingdom.....	5,803 tons.	353,726	
Canada.....	218	13,693	
United States.....	216	12,789	
Italy.....	69	3,853	
	<u>6,306</u>		\$384,062 00
WHALE BONE—United Kingdom.....		15,378	
Canada.....		18,588	
United States.....		899	
		<u>34,865</u>	\$34,835 00
WHALE FERTILIZER—United Kingdom.....		1,082	
United States.....		114,469	
Canada.....		404	
		<u>116,955</u>	\$115,955 00
WHALE GLUE AND MEAT—Various.....			\$249 00
			<u>\$8,724,260 00</u>

## LABRADOR SHIPMENTS DIRECT, 1905.

DRIED CODFISH—United Kingdom .....	22,352 qtls.	\$78,794	
Canada.....	19,037	78,561	
Gibraltar .....	263,289	934,653	
Jersey.....	857	3,846	
Italy .....	7,522	26,327	
Spain .....	29,162	115,148	
	342,319 qtls		\$1,237,339 00
SALMON—various countries .....	1,699 tcs.	.....	\$36,638 00
TROUT—Various countries .....	159 brls.	.....	913 00
COD OIL—Various countries .....	67 tuns.	.....	1,640 00
WHALE OIL—Various countries .....	162	.....	12,260 00
WHALE BONE—Various countries .....	269 tons.	.....	3,210 00
SEAL SKINS—Canada .....	50	.....	47 00
SEAL OIL—Canada .....	25 tuns.	.....	1,500 00
			\$1,293,537 00



## VESSELS BUILT DURING THE YEAR, 1905.

NAME OF VESSEL.	WHERE BUILT.	TONS.	BOUNTY PAID.
1 Nellie Harris .....	Fortune Bay.....	77	.....
2 Prospector.....	Notre Dame Bay.....	82	\$328 00
3 Finance .....	Fortune Bay... ..	27	.....
4 Chase .....	Placentia Bay.....	21	.....
5 Sea Queen.....	Trinity Bay .....	25	.....
6 Ellie Blanche.....	Trinity Bay.....	23	.....
7 Miriam.....	Ferryland .. ..	24	.....
8 Lady Mabel .....	Trinity Bay.....	33	132 00
9 Eureka.....	Bonavista Bay .....	20	.....
10 Carrie Steer .....	Bonavista Bay .....	33	.....
11 Royal Mark .....	Trinity Bay .....	45	.....
12 Annie M .....	Bonavista Bay.....	31	.....
13 Jap .....	Trinity Bay .....	24	.....
14 Margaret .....	Trinity Bay.....	45	180 00
15 Harold B.....	Trinity Bay.....	51	.....
16 Ronald C. Bishop.....	Trinity Bay.....	40	.....
17 Reunion.....	Trinity Bay.....	44	.....
18 Primrose .....	Trinity Bay.....	14	.....
19 Annie Gladys.....	Bonavista Bay .....	24	.....
20 Nellie M .....	Trinity Bay.....	34	.....
21 Minnie Blanche.....	Trinity Bay.....	15	.....
22 Vera .....	Trinity Bay.....	25	.....
23 Catherine .....	Bonavista Bay .....	31	.....
24 Elsie Jane.....	Trinity Bay.....	19	.....
25 Isabella .....	Bonavista Bay .....	25	.....
26 Pinie.....	Trinity Bay.....	36	.....
27 Mary Winifred .....	Trinity Bay.....	30	.....
28 Home.....	Bonavista Bay .....	72	.....
29 Sybil.....	Notre Dame Bay .....	36	144 00
30 Eclipse.....	Trinity Bay.....	37	.....
31 Undine.....	Notre Dame Bay.....	45	180 00
32 Harvester .....	Bonavista Bay .....	22	.....
33 Pioneer .....	Bonavista Bay.....	20	.....
34 Silver Stream.....	Bonavista Bay.....	38	.....
35 Nattie R.....	Trinity Bay.....	30	.....
36 Lizzie M .....	Trinity Bay.. ..	20	.....
37 Minnie Rose.....	Bonavista Bay.....	17	.....
38 Ethel E .....	Notre Dame Bay.....	75	300 00
39 Abednego .....	Trinity Bay.....	29	.....
40 A. F. G.....	Trinity Bay.....	19	.....
41 Valkyrie .....	Bonavista Bay .....	32	.....
42 Purple Marksman.....	Bonavista Bay.....	34	.....
43 Helen Rendell.....	Bonavista Bay .....	30	.....
44 Signet.....	Notre Dame Bay.....	36	.....
45 Bessie.....	Notre Dame Bay.....	16	.....
46 Garnet .....	Notre Dame Bay.. ..	36	.....
47 Gipsy Queen .....	Burgeo .....	29	.....
48 Ellen .....	Trinity Bay.....	49	.....
49 Dladem .....	Notre Dame Bay.....	39	.....
50 Gladioli .....	Notre Dame Bay.....	39	156 00
51 Coronet .....	Notre Dame Bay.....	61	244 00
52 Pearl.....	Notre Dame Bay.....	18	.....
53 Iris .....	Notre Dame Bay.....	39	.....
54 M. P. Cashin .....	Notre Dame Bay.....	82	328 00
55 Donald McG.....	Notre Dame Bay.....	44	.....
56 Gerda.....	Notre Dame Bay.....	23	.....
57 Reform .....	Bonavista Bay.....	42	.....
58 Lester Rennie .....	Bonavista Bay.....	27	.....
59 Emerald .....	Notre Dame Bay.....	28	.....
60 Mystical Rose.....	Codroy .....	37	148 00
61 Evelyn.....	Bonavista Bay.....	26	.....
62 Mollie Moulton.....	Burgeo .....	33	.....

NAME OF VESSEL.	WHERE BUILT.	TONS.	BOUNTY PAID.
Forward.....			
63 Game Cock.....	Notre Dame Bay.....	63	252 00
64 Mary Bell.....	Notre Dame Bay.....	32	
65 Ethie.....	Placentia Bay.....	18	
66 Donelda.....	Codroy.....	68	
67 Lady Parsons.....	Notre Dame Bay.....	45	180 00
68 Julia F.....	Notre Dame Bay.....	34	136 00
69 Emerald.....	Notre Dame Bay.....	35	140 00
70 Lillian.....	Bonavista Bay.....	23	
71 Spring Bird.....	Trinity Bay.....	30	
72 Garnet.....	Notre Dame Bay.....	42	168 00
73 Buller.....	Notre Dame Bay.....	19	
74 Fogo.....	Notre Dame Bay.....	23	
75 Emily.....	Notre Dame Bay.....	52	208 00
			\$3,232 00

## MARINE AND FISHERIES APPOINTMENTS, 1905.

## GREEN BAY.

Jackson's Cove to Seal Bay Head (coast).....	Wardens.....	John Hamilton
Jackson's Cove to Seal Bay Head (river).....	do.....	Nicholas Peters
Sweet 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 main land, Birchy Cove (coast).....	do.....	Thomas Lacey
Exploits River and Bay (coast) ..	do.....	Abram Lilly
New Bay.....	Incubators.....	Albert Yates
Leading Tickle.....	do.....	Joseph Martin
Rowsell's Island.....	do.....	Arch. Rowsell
Exploits.....	do.....	Solomon Snow
Beaver.....	do.....	Thomas Elliot
Easter Harbour, near Campbellton.....	do.....	Abram Anstey
Comfort Cove ..	do.....	Thomas Manuel

12 Packers under management of John Hamilton operating each two Incubators.

## FOGO.

Gander : upper and lower portions ..	Wardens.....	Josiah Goodyear
Main land of Fogo District ..	do ..	J. B. Wheeler
Fogo and the Islands.....	do ..	William Shave
Change Island Tickle.....	Incubators.....	Jacob LeDrew
Change Island, harbor end ..	do ..	Emmanuel Hinds
Island Harbor, Fogo district.....	do ..	John Bennett
Indian Islands ..	do ..	Elijah Carnell
Musgrave Harbor. .	do ..	Robert Burt
Fredericton ..	do ..	Frederick Scott

## BONAVISTA.

Greenspond to Happy Adventure .....	Wardens ..	John Sainsbury
Gambo River .....	do .....	Benjamin Kean
Alexander Bay and River (Terra Nova).....	do .....	Richard Briffett
Clode Sound to Sweet Bay .....	do .....	George Haines
Salvage, including Newman's River .....	do ..	William Tulk
Clode Sound Rivers .....	do ..	C. W. Tilley
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 .....	John and Ed. Moss
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 .....	H. C. Dawe

## TREPASSEY TO BURIN.

Lamaline and vicinity .....	Wardens .....	C. C. Pittman
Paradise and St. Lawrence .....	do .....	Samuel 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 .....	Wardens ..	John Burke, courier
Biscay Bay, Trepassey.....	do .....	Richard Hartery

## 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
Great Harbor .....	do .....	Andrew Harris
Sagona .....	do .....	Morgan Bungay
Coomb's Cove .....	do .....	Samuel Fiander
Pass Island .....	do .....	William Stickland

## BURGEO AND LAPOILE.

Grand Bruit to Rencontre .....	Wardens ..	Joseph Small
Grand Bruit to Channel.....	do .....	R. Furneaux

Incubators under direction of Wardens.

## ST. GEORGE'S AND ST. BARBE.

Grand River : Lower .....	Wardens .....	Thomas Downey
Grand River : Upper .....	do .....	Arch. A. A. McIsaac
Grand River : N. and S. Branches .....	do .....	Peter Mousie
Little River : Lower .....	do .....	Alex. A. A. McIsaac
Little River : Middle.....	do .....	W. Doucette
Little River : Upper.....	do .....	John McIsaac
Highland River... ..	do .....	Michael Jos. Gillis
Crabbes and River Brook .....	do .....	W. Harvey
Middle Barachois and Robinson's Head .....	do .....	Geo. Shears, sr.
Fishels ..	Wardens .....	Emmanuel Legg
Little Barachois .....	do .....	Timothy Sullivan
Flat Bay .....	do .....	Camille 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 .....	Brake and Power
Humber River : Upper .....	do .....	Albert J. Bayley
Bonne Bay, Main Arm and East River.....	do .....	W. H. Stamford
Blanc Sablon .....	do .....	Thomas O'Brien
White Bay.. ..	do .....	Albert Rice
Port Saunders.....	do .....	Byran Eastman
Bonne Bay, Norris' Point .....	do .....	Duncan Laing
Labrador ..	do ..	William Green
Labrador ..	do .....	William Lampen

## APPENDIX.

REPORT OF THE FISHERIES PROTECTION SERVICE OF NEWFOUNDLAND FOR THE YEAR 1905, BY JOSEPH O'REILLY, COMMISSIONER OF FISHERIES, S.S. "FIONA."

HON. ELI DAWE, *Minister of Marine and Fisheries.*

SIR, --I have the honor to report on the work of the Fisheries Protection Service under my charge during the past season as follows :—

The vessels engaged in the service were :—

NAME.	DATE OF COMMISSION.	DATE OF PAYING OFF.
Boat <i>Star of the Sea</i> .....	May 10, 1905.	Sept. 1, 1905.
Yacht <i>Minnie Clinton</i> .....	April 13, 1905.	July 1, 1905.
Yacht <i>Vigil</i> .....	April 17, 1905.	July 10, 1905.
S. S. <i>Fiona</i> .....	April 11, 1905.	July 9, 1905.
S. S. <i>Fiona</i> .....	Oct. 3, 1905.	Jan. 17, 1906.
S. S. <i>Neptune</i> .....	June 1, 1905.	Aug. 31, 1905.
S. S. <i>D.P. Ingraham</i> .....	Sept. 1, 1905.	Oct. 1905.
Yacht <i>Verbena</i> .....	Oct. 9, 1905.	Jan. 17, 1906.

The boat *Star of the Sea* was in charge of Constable William March, and cruised principally in Placentia Bay in the early part of the season, and gave special attention to the lobster fishery and to the conditions of the factories and places where the lobsters were packed. In June this boat was moved outside and cruised from Burin to Paradise, making John de Bay her principal anchoring place, and attended to some thirty Canadian vessels that took bait at John de Bay and vicinity. An account of her work will be found in this Appendix.

The yacht *Minnie Clinton* was in charge of Mr. Henry Clinton, Tidewaiter, St. Jacques, and cruised in the arms and inside places of Fortune Bay during the herring baiting season. In caplin time she was stationed at Lawn, and cruised from Lamaline to St. Lawrence. An account of her work will also be found in the Appendix.

The yacht *Vigil* was in charge of Mr. Patrick Burke, a special officer from the Fisheries Department, and was stationed principally in Connaigre Bay during the herring baiting season. In caplin time she was moved outside, and made Dantzic Cove her headquarters, cruising from Grand Bank to Point May and Brunette Island.

The S.S. *Neptune* was under the command of Captain Bonia, and in the early season cruised from St. John's to Placentia, and when the S.S. *Fiona* was sent on other service the *Neptune* extended her cruising further west.

The S.S. *D.P. Ingraham* was commissioned in September to take the place of the *Neptune* which ship went out of commission about that date.

The S.S. *D.P. Ingraham* was under the command of Captain Bonia. See his report for an account of the work of both those ships.

The S.S. *Fiona* was under my command. We cruised from Placentia west, extending our cruising as we found it necessary.

Since the year 1886 we have been issuing Season licenses to United States fishing vessels, enabling them to enter our bays and harbours for the purpose of purchasing bait, ice, lines, outfits, supplies for the fishery, and the shipping of crews.

This Spring an Act was passed by our Legislature excluding United States fishing vessels from our waters, and withdrawing from them the valuable privileges which they have so long enjoyed.

United States fishing vessels are now confined to their rights and privileges of fishing under the convention of 1818. Article I in this Convention reads as follows :—

“ *Whereas* differences have arisen respecting the liberty claimed by the United States for the inhabitants thereof to take, dry and cure fish on certain coasts, bays, harbours, and creeks of His Britannic Majesty’s dominions in America, it is agreed between the High Contracting Parties that the inhabitants of the said United States shall have, forever, in common with the subjects of His Britannic Majesty, the liberty to take fish of every kind on that part of the Southern Coast of Newfoundland which extends from Cape Ray to the Ramea Islands, on the Western and Northern Coasts of Newfoundland from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbours and creeks from Mount Joly, on the Southern coast of Labrador, to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson Bay Company ; and that the American fishermen shall also have liberty forever to dry and cure fish in any one of the unsettled bays, harbours and creeks of the southern part of the coast of Newfoundland, hereabove described, and on the coast of Labrador ; but so soon as the same or any portion thereof shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portions so settled, without previous agreement for such purpose with the inhabitants, proprietors or possessors of the ground. And the United States hereby renounce forever any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry, or cure fish on or within three marine miles of any of the coasts, bays, creeks or harbors of His Britannic Majesty’s dominions in America not included within the above mentioned limits. Provided, however, that the American fishermen shall be admitted to enter such bays or harbours for the purpose of shelter, and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as shall be necessary to prevent their taking, drying or curing fish therein, or in any other manner whatever abusing the privileges hereby reserved to them.”

By the terms of this Convention, United States fishermen have secured to them for ever the liberty :—

1. To take fish (*a*) on the southern coasts of Newfoundland, from Cape Ray to Ramea Islands ; (*b*) on the western and northern coast of Newfoundland from Cape Ray to the Quirpon Islands ; (*c*) on the shores of the Magdalen Islands, and (*d*) on the southern coast of Labrador from Mount Joly to and through the Straits of Belle Isle, and thence northwardly indefinitely along the coast.

2. To dry and cure fish in any of the unsettled bays, harbours and creeks of the southern coast of Newfoundland and the coast of Labrador, as described in the Treaty.

3. To be admitted to the bays and harbours of His Britannic Majesty's dominions in America for the purpose of (*a*) shelter ; (*b*) repairing damages ; (*c*) purchasing wood ; (*d*) obtaining water, "and for no other purpose whatever."

When the Act excluding United States fishing vessels became law, a sufficient force was equipped for the protection of our coasts, and the carrying into effect the provisions of the law passed on the 15th day of June was at once taken up.

Three United States fishing vessels obtained bait licenses at Rose Blanche, in February, as follows :—

*Maxime Elliott, Carrie W. Babson and Mary G. Story.*

The licenses issued to those vessels were respected, and they enjoyed for the year 1905 all the privileges that they were entitled to.

There was but one violation of the law by a United States vessel and that was a complaint against Captain Stanley B. Hines, of the schooner *Margaret*, of Gloucester, for a violation of our Customs laws, as well as a violation of the Foreign Fishing Vessels Act for engaging two men at Cape Broyle to form part of the vessel's crew.

The captain was prosecuted at Burgeo and a fine of Fifty Dollars was imposed by the Court.

This was the only violation of the law by United States fishing vessels. Some sixty of them called at harbours on the southern coast for the purpose of shelter or to obtain wood or water.

Schedule showing the number of United States fishing vessels calling at ports in Newfoundland for the season of 1905 for bait and other purposes :—

DATE.	NAME OF VESSEL.	PORT OF REGISTRY.	PORT OF CALL.	REMARKS.
April 3	Harry Nickerson .....	Gloucester	Burgeo	Looking for Bait.
May 2	Maud M. Story.....	do	do	do
Aug. 1	Oregon.....	do	do	do
10	Dora A. Lawson .....	do	do	do
12	Margaret.....	do	do	do
	John L. Nicholson.....	do	do	do
14	Puritan .....	do	do	do
	Scepter .....	do	do	do
24	Susan and May.....	Boston, Mass.	do	do
	Hiram Lowell.....	Gloucester	do	do
	A. E. Whyland.....	do	do	do
Sept. 4	Helen F. Whitten .....	do	do	do
	Elector .....	do	do	do
	Judique.....	do	do	do
6	Gladiator .....	do	do	do
	Mabel D. Hines .....	do	do	do
	Arabia.....	do	do	do
11	W. E. Morrissey.....	do	do	do
	Talisman.....	do	do	do
	B. D. Nickerson.....	do	do	do
	Independence II .....	do	do	do
13	Blue Jacket .....	do	do	do
	Essex.....	do	do	do
	Horace B. Parker.....	do	do	do
25	Bohemia.....	do	do	do
	Richard Wainwright.....	do	do	do
	Maggie and May.....	do	do	do
Oct. 1	Alice R. Lawson.....	do	do	do
	Aloha.....	do	do	do
4	Claudia .....	do	do	do
5	America .....	do	do	do
Jan. 24	Maud M. Story.....	do	Rose Blanche	License taken Jan. 24, 1905.
Feb. 18	Maxime Elliott.....	do	do	License taken Feb. 18, 1905.
23	Carrie W. Babson .....	do	do	License taken Feb. 23, 1905.
Mar. 23	Talisman.....	do	do	Looking for Bait.
24	H. A. Nickerson.....	do	do	do
25	Maryland .....	do	do	do
	Colonial.....	do	do	do
28	Dora A. Lawson.....	do	do	do
Sept. 11	Richard Wainwright.....	do	do	do
July 1	H. A. Nickerson.....	do	Cape Broyle	Shelter Wood & Water.
	Margaret.....	do	do	do
Aug. 2	Scepter .....	do	do	do
7	H. M. Whitten.....	do	do	do
Dec. 7	Maggie and May.....	do	do	do
	Teaser .....	do	do	do

## BAIT.

IN the early season herring bait was very scarce. There was none to be had in any of our bays, except Connaigre, where all our banking and inshore local fleet, from Catalina to Port-aux-Basques, had to come to bait. The fishermen



reported large quantities of herring in the bay ; but as they had kept in deep water, it was impossible to haul them to the land.

There was three or four small hauls of herring made in the inside arms of Connaigre Bay before the lobster traps were put in the water, but after that there was no herring hauled to the shore. What herring was taken was hauled or pursued in the middle of the bay, never near the land.

The same thing happened last Spring. Herring was fairly plentiful and some nice hauls were made in several of the coves, but after the lobster traps were put in the water, there was little, if any, herring hauled to the shore, and what few were taken were hauled between the hours when the lobster fishermen ceased hauling their traps and before they commenced trashing the waters again or, in other words, while they were sleeping.

There seems to be but one opinion amongst our fishermen for the herring having forsaken their usual haunts, and that is that they have been driven off in spawning time from the shore, and that they now spawn in deep water, and the greater part of the spawn does not mature. It is quite reasonable to see how the continuous hauling and splashing of those lobster traps would be the means of driving the herring off from the shore and keeping them there. I am convinced myself, that the setting of lobster traps along the shore, and the continuous disturbing of the water, and the noise made in hauling those traps must certainly tend to drive the herring off shore and cause them to spawn in deep water.

If there was a law, as suggested by me some years ago, prohibiting the setting of lobster traps until the 10th of May, I think it would be beneficial to all ; it would give the herring a chance to come to the shore, thereby enabling our bankers and inshore fishing vessels to secure bait for the codfishery.

If such a regulation was made I am of opinion that it would be better for the lobster fishermen themselves. As a rule the weather is cold in April, and lobsters are scarce, and fishermen using certain grounds would get as much lobsters if he did not set his traps until the 10th of, as if he was fishing all the month of April. These conditions would apply with especial force to Fortune, Connaigre and Hermitage Bays.

The supply of herring bait in the Spring seems to me to be a matter requiring grave consideration, for there is no doubt whatever that each season the herring are getting scarcer and more difficult to obtain. I am stating this fact now after sixteen years continuous supervision in carrying out our bait laws, and a careful study of the situation. The indiscriminate use of seines in the Spring, and especially during spawning time, must to a certain extent have helped to bring about this serious state of our Spring herring fishery.

This year a law was passed making it illegal to use a herring seine for the purpose of hauling herring, except for immediate use as bait for the codfishery. This,

I believe, will prove a beneficial measure, and this Spring I noticed that in some of the outside coves in Connaigre Bay large quantities of herring were spawning undisturbed by the seiners or lobster fishermen. This was in June and the place selected was in the sandy coves where the lobster traps are not as a rule set.

Captain Kennedy, of the banking schooner *Grampus*, was anxious to test the value of whale meat as a bait for the voracious cod, and took some choice cuts of the meat out on the banks with which he baited a set of trawls; it proved to be of no use, he only got two fish on the set. A trawl that was baited with salt squid a year old brought good results, as fish was found plentiful.

This incident I give to illustrate that bait means fish. I am of opinion that the scarcity of bait with us is only temporary, and with our present regulations faithfully carried out, and the one or two suggested changes made, the supply should increase.

#### CAPLIN.

Those little fishes were most erratic in their movements; for days they would be abundant, and then would strike off for a week or more at a time. Caplin struck in on some parts of our coast nearly a month earlier than on other parts. There was some taken at Garnish as early as the 5th of June, but the big body of caplin did not strike our coast before the 14th. Some of our bankers had two or three weeks fishing on caplin bait before there was any taken at Miquelon or St. Pierre; but when they did strike they were abundant. Caplin have been more plentiful on our coast than for a long time past, and appeared in localities along our West Coast where they have not been seen for twenty-five years.

The Protection Service the past year was a marked success; and up to the time we left the coast in July there was no case of violation of the law.

There was a large number of Canadian vessels that came on our coast for caplin bait. Some one hundred and twenty of them took bait licenses and obtained two and three caplin baitings from our people. This large fleet of fishing vessels have come to us in caplin time, and the greater part of them also came to our bays and harbors for squid, and many of them for herring in the spring. It would be impossible for the Canadians to carry on their fishery successfully without our bait.

The Canadian authorities do not treat us fair in this bait business. We are to-day, and have been for the past eighteen years, fighting the great French bounty-fed fisheries in the interests of the Canadians, as well as for our own existence as a fishing people. Canada has not only not given us any assistance, but she is doing all she can in the way of helping the French and United States fishermen to procure bait off her coasts. The time is not far distant when, as a matter of necessity, Canada will have to adopt some measure for the protection of her bait fishes in the

interests of her people. Canada and Newfoundland can control the bait supply of British North America, and it is only a matter of a little time when a joint contract will be absolutely necessary.

#### SQUID.

SQUID were said to be abundant on the offer grounds in the early part of the season, but would not jig. By many of our fishermen along the West Coast, especially from Ramea to Burgeo, the cause assigned for the squid not jiggling was the abundance of animalculæ found in the sea, and on which the squid was known to feed as, when caught, the stomach was filled with this food. The abundance of this animalculæ in the water is attributed to the destruction of the whales that used this stuff as a food supply. In some of the coves and places along the coast, squid were fairly plentiful, and a large number of United States and Canadian vessels visited ports west of Ramea and obtained supplies of bait.

There was great satisfaction in our banking fleet getting their bait this season, and they had not, as in former years, to look on while foreign fishing vessels came into our harbors and were supplied with bait in preference to them.

Bait is a most important matter to our people and, as bait means fish, everything that we can do to have the supply continuous should be done.

#### WINTER HERRING FISHERY.

IN October last the S.S. *Fiona* was commissioned for services in connection with the Fall and Winter herring fishery at Bay of Islands. On our arrival at Bay of Islands, on the 17th of October, we found that the herring fishery had commenced, and that several American and Canadian vessels had arrived for corgoes. There was considerable anxiety amongst the local fishermen when they were not allowed to sell herring to the United States fishing vessels as they did on former occasions. For a little time the situation was serious, and at any time grave complications might have arisen. The most of the fishermen of Bay of Islands were law-abiding and, I must say, acted with prudence and discretion and went on with their fishing, selling to the local and Canadian purchasers. There was a sale for all the herring that they could catch, and the fishermen who continued fishing in this way did well. The British vessels and local purchasers paid \$1.35 for green herring, and when the season came for freezing the fishermen received from sixty to eighty cents per basket for frozen fish, or at the rate of about \$3.00 per barrel.

There were a number of our people who went to Sydney and shipped on board of United States vessels there. In most cases those men shipped for \$1.00 per barrel, and to be found in gear, etc., on board ship; in other cases they were to get \$1.25 per barrel. I know that when the weather got stormy and very cold those figures were raised to \$1.50, and in most cases \$2.00 per barrel. This liberal treatment was given the fishermen by Ross, Bonia, Cusick, Parsons, McInnis and others, agents for the Gloucester firms, and was the means of making their catches the success they were. Two of the vessels for which Captain Bonia was agent, and one of the vessels for which Ross was agent made second trips.

In the early part of the season herring were not very plenty which caused the vessels to be a long time on the voyage, many of them being nearly three months on the trip. The best feeling existed all the time between our local fishermen and the Americans. Some evil minded persons spread a report that our fishermen had threatened, and that they had maliciously injured and destroyed the nets and gear of United States fishing vessels. I at once denied this report, and to confirm my denial I immediately took sworn declarations from Captains Bonia, Cusick, Farmer, Cluett, Seeley, Jacobs, McInnis, Parsons, Ross and others which I am giving in this report.

It is true that a large number of nets and gear was lost this year, both belonging to our own people, as well as the Americans. A good deal of the loss was caused by the stormy weather, augmented by a lack of experience in fitting out and carrying on the fishery on the part of the Americans. The business was new to them as to fishing, as this was the first time in the history of the business that the Americans caught or attempted to catch their own fish.

It has been said that there was considerable gear cut away and destroyed. This cutting was done mostly in trying to clear the nets when they became entangled, and was done by the crews of the American vessels against each other; as the fishermen engaged on board did not own the nets and gear themselves, they would not take the trouble, care and time necessary to clear the gear, but cut them away, and would apply on board their vessels for a fresh supply. Considerable trouble and excitement was caused by some statements that were made at a public meeting held at Bay of Islands, that our people could engage, fish and sell fish to the Americans; and that the Americans could erect scaffolds and freeze their herring on shore, etc.

The United States fishing vessel *Grampus* was at Bay of Islands all the season; a Mr. Alexander was in charge of the work. Mr. Alexander was active in advising the American captains to do things that were contrary to their right as inhabitants of the United States under the Treaty of 1818. I do not think that Mr. Alexander gave this advice, knowing that he was doing wrong; it was, I believe, given by him, thinking he was right, and as an experiment. The whole matter of the fishing rights and privileges of the Americans, under this Treaty, was new to him. Many of the American captains acted on Mr. Alexander's advice, in erecting scaffolds on shore, and in attempting to freeze herring on them; again, in advising them to take our fishermen outside of what he called the three-mile-limit and shipping them as fishing crews on board of American vessels, all of which was contrary to their rights under the Treaty.

There were some 600 of our people engaged as fishermen on board those American vessels; some of those were engaged at Sydney, and some outside the three-mile-limit. I would say that the hiring of those men and bringing them in on board their vessels to partake of the fishery is clearly a violation of the Treaty,

as the rights of the fishery conceded under the convention is to inhabitants of the United States, and not to Newfoundlanders shipped at Sydney or outside the three-mile-limit.

I have to say that as the season advanced, and when the American agents and captains got more information as to how far their rights and privileges extended, there was no trouble with them. From the first they were all anxious to find out their rights and to conform to the law when it was shown to them.

The best order and utmost good feeling existed between the Americans and fishermen. We had no complaint from any American Captain or Agent, and only three from our local fishermen about their nets being interfered with. There was considerable dissatisfaction about some persons who fished on Sunday and in the night time. Most of the American captains would like to see some regulation on those heads carried into effect another season.

H.M.S. *Latona*, Captain H. T. Hibbert, commanding, arrived at Bay of Islands, on the 26th of October, and remained there until the 15th day of December, when she left for Halifax. On the arrival of the *Latona*, at Bay of Islands, I went on board and conferred with Captain Hibbert, and received some suggestions from him, and afforded him all the information I could as to the then present situation. I had occasion to go on board the warship several times, and always found Captain Hibbert anxious to give me all the assistance that he could in the interests of the preservation of peace and good order, and the protection of the nets and gear of the inhabitants of the United States and our own fishermen.

The appointment of Harbour and Sanitary Commissioners gave great satisfaction to all parties interested in the fishery. There was no waste herring or offal thrown into the waters this season.

I am forwarding a list of the United States and British vessels that took cargoes of herring from Bay of Islands this season, and is as follows :—

## AMERICAN VESSELS.

DATE.	VESSELS NAME.	HOME PORT.	TONS.	SALT BULK	PICKLED BRIS.	FROZEN.
Dec. 7	Carrie W. Babson .....	Gloucester	62	1,000	.....	.....
Nov. 1	Meteor.....	do	96	.....	Gave up voyage.	.....
	10 Dora A. Lawson.....	do	93	800	400	.....
Dec. 3	Jennie B. Hodgdon.....	do	85	1,200	.....	.....
Nov. 26	H. M. Stanley.....	do	83	1,250	50	.....
Dec. 29	Senator Gardner.....	do	94	1,600	.....	.....
Nov. 25	Tattler .....	do	135	2,200	120	.....
Jan. 11	Maxime Elliott.....	do	75	400	.....	.....
	4 A. M. Nicholson.....	do	100	1,400	50	.....
	9 Dauntless .....	do	77	1,000	100	.....
Dec. 30	Parthia .....	do	98	900	100	.....
	17 Edna Wallace Hopper .....	do	99	1,500	80	.....
	9 Ralph Hodgdon.....	do	97	600	40	.....
	29 Corsair.....	do	97	1,350	50	.....
Jan. 4	Atlanta .....	do	97	1,000	50	300
Dec. 9	Gossip .....	do	99	1,250	100	.....
	2 Golden Rod.....	do	99	.....	.....	900
Jan. 10	Georgie Campbell.....	do	98	400	25	600
	11 George Parker.....	do	99	600	56	600
	10 Independence II.....	do	99	.....	50	900
Dec. 21	Arbutus.....	do	100	1,200	70	.....
Jan. 9	Arcona.....	do	98	400	25	600
	11 Oregon.....	do	79	600	50	350
	Avalon.....	do	85	.....	.....	900
	10 Robin Hood.....	do	97	700	.....	300
Dec. 23	Lewis H. Giles .....	do	85	650	50	400
	9 Colonial.....	do	83	1,350	70	.....
Jan. 11	Aloha.....	do	100	300	25	800
	10 Ingomar .....	do	100	300	70	600
Dec. 15	Lucinda J. Lowell .....	do	99	.....	.....	900
	17 Lottie Merchant.....	do	98	.....	.....	900
Jan. 5	Norma .....	do	98	.....	30	800
	11 Patrician.....	do	98	500	.....	600
	A. E. Whyland.....	do	99	150	50	800
	16 Elizabeth N .....	do	100	.....	75	800
	17 W. A. Morrissey.....	do	97	.....	.....	800
	Richard Wainwright.....	do	98	.....	.....	900
	J. J. Flaherty.....	do	124	.....	50	800
	16 T. M. Nicholson.....	do	98	.....	70	800
	17 H. M. Stanley.....	do	83	.....	.....	800
	Tattler.....	do	135	.....	.....	1,000
	Arabia .....	do	85	.....	.....	800
	M. B. Stetson .....	do	85	.....	70	800
	H. M. Whitten.....	do	97	.....	.....	50
	Maggie and May.....	do	95	.....	.....	50
	Teaser .....	do	63	.....	.....	50
			4,364	24,900	1,980	18,900

## BRITISH VESSELS.

No.	NAME OF VESSELS.	PORT REGISTRY.	PORT CLEARED FOR.	SALT.	FROZEN.
1	Flora T. Madder .....	Lunenburg	Halifax, N.S.	1,000	.....
2	Percy Roy.....	do	do	1,450	.....
3	Defender .....	do	do	1,200	.....
4	Mariner .....	do	Gloucester	1,400	.....
5	Tasmania .....	do	Halifax, N.S.	1,400	.....
6	Colonial .....	do	do	1,150	.....
7	Britannia .....	do	do	35	650
8	Roanoke.....	do	do	1,850	.....
9	Coronation.....	do	do	1,581	.....
10	D. A. Madder.....	do	do	1,400	.....
11	Speculator .....	do	do	1,100	.....
12	T. C. Lockwood.....	do	do	1,300	.....
13	Urania.....	do	do	280	.....
14	Jennie May.....	do	Gloucester	.....	600
15	Willis C .....	do	do	.....	800
16	Carlraine .....	do	Halifax, N.S.	1,400	.....
17	Uneque.....	do	do	.....	600
18	Ida M. Clarke.....	do	do	1,400	.....
19	Pilgrim .....	do	do	725	595
20	St. Helena. ....	do	Gloucester	1,000	.....
21	Eva June .....	do	Halifax, N.S.	1,500	.....
22	Ontario .....	do	do	700	135
23	Sea Nymph ... ..	do	do	.....	700
24	Aldine.....	do	do	1,400	.....
25	Lila D. Young... ..	do	do	45	800
26	Douglas Adams .....	do	do	35	800
27	Gladys B. Smith .....	do	do	.....	850
28	Coronation.....	do	do	.....	800
29	J. H. Ernest .....	do	do	.....	700
30	Jessie M .....	St. John's	do	600	100
31	Peerless.....	Lunenburg	do	.....	800
32	Albert Moulton .....	St. John's	do	.....	500
33	Stanley Joseph.....	do	do	.....	700
34	Maggie M. W .....	Lunenburg	do	30	400
35	Viking .....	do	Gloucester	.....	900
36	Endora Bell.....	do	Halifax, N.S.	300	300
37	Mariner .....	do	Gloucester	.....	800
38	Werra .....	do	do	.....	700
39	Loyal.....	do	Halifax, N.S.	1,350	.....
				25,641	13,230

A comparative statement of the quantities of herring exported from Bay of Islands during the seasons of 1904 and 1905 to Canada and the United States.

## SEASON 1904.

	Bulk.	Fresh.	Froz.	Pickled.	Value.
11 British vessels took cargoes .....	3,750	23	2,267	10,678	\$42,256
67 American vessels took cargoes .....	60,960	3	19,690	8,054	143,581
	64,710	26	21,957	18,732	\$185,837
Total fishery for 1904 .....	64,710	Barrels	Bulk		
	26	do	Fresh.		
	21,957	do	Frozen.		
	18,732	do	Pickled.		
	105,425		Total value	\$185,837.00	

## SEASON 1905.

	Bulk.	Pickled.	Frozen.	Value.
39 British vessels took .....	19,223	6,408	13,230	\$69,712
43 American vessels took .....	24,900	1,980	19,900	74,762
	<u>44,123</u>	<u>8,386</u>	<u>33,130</u>	<u>\$146,577</u>

Total fishery for 1905 .. .. .	44,123	Barrels	Bulk.	
	8,388	do	Pickled.	
	33,130	do	Frozen.	
	<u>85,641</u>		Total value	\$146,577.00

THE following declarations were obtained by me from the different captains and agents of United States vessels, to confirm my denial of reports that had been sent to Washington about our fishermen having destroyed the nets and gear of the Gloucester vessels :

Southern District, }  
 Bay of Islands, }  
 To Wit : }

NEWFOUNDLAND.

The examination of Albert E. Jacobs, managing owner of the Gloucester fishing schooner *A. M. Nicholson*, William Cluett, master, who saith :—

“ We arrived at Bay of Islands in the second week of October with our fishing crew of twenty three men altogether. Ten of those were Newfoundlanders shipped at Sydney. We fished over a month at Woods’ Island. There was a large number of Americans, Canadians and Newfoundlanders fishing there. We fished in North Arm for three weeks and we are now at Middle Arm, where we have been for the past ten or twelve days. We enjoyed the greatest freedom ; we were not interfered with in any way ; we were treated courteously by the Newfoundland officials and fishermen. We lost some seven fleets of nets since we came, and those we lost by storm and bad weather. The occasions on which we lost our gear there were heavy gales of wind, and I know of many other vessels loosing gear in those storms. To my knowledge I do not know of any case where nets or gear belonging to American fishing vessels have been maliciously interfered with by Newfoundland fishermen. In those storms that we had this season, the nets drag their anchors and get tangled in bunches together, and to clear them it is almost impossible to avoid cutting the mooring. When a mooring is cut it would be afterwards tied and secured in such a manner so as to avoid loss to the owner. If there was any cutting of nets or gear I would say that it was done by the crews of one American vessels against the other, and not by the Newfoundland fishermen.

(Sgd.) ALBERT E. JACOBS.”



Southern District, }  
 Middle Arm, }  
 To Wit: }

NEWFOUNDLAND.

THE examination of William Cluett, master of the schooner *A. M. Nicholson*, of Gloucester, who saith:—

“ I am master of the Gloucester fishing schooner *A. M. Nicholson*, Jacobs, owner. We arrived at Bay of Islands the second week in October for a cargo of herring. We shipped our crew at Sydney and brought them over with us. We are all Newfoundlanders except three. We fished in the Humber Arm, Woods' Island, North Arm, and now we are at Middle Arm. Numbers of American, Canadian and Newfoundland fishermen were fishing alongside of us. We have been treated courteously and kindly by all classes of Newfoundlanders. We have not been interfered with in any way, nor have our nets or gear been maliciously or wilfully injured or damaged. We have lost several fleets of nets through storms and tides. We do not blame any person for this. It was what we expected. We know that these risks are always taken, and we expect to lose gear more or less. I have experience of forty years in this business and have always known that there was great loss of nets and gear, especially in this Bay, where the water is so deep and tides running so strong. This is the first time in the history of the fishery that the loss of nets and gear comes personally to us, as it was the natives nets and gear that was lost other years. I know that the loss of nets and gear caused by storms will be great this season. To my knowledge I do not know of any case where the nets and gear belonging to the American fishing vessels have been maliciously interfered with or injured by the Newfoundland fishermen. In storms, and sometimes in strong currents, the nets will drag the anchors and get together in a bunch, and when clearing them it is impossible to avoid cutting the moorings. When the mooring is cut it would be afterwards secured and tied so as to avoid loss to the owner. I would say, and I know, that if there was any cutting of nets or gear it was done by the crew of one American vessel against the other, and not by the Newfoundland fishermen. I know that in the early season Captain Malloch, of the Gloucester fishing schooner *Edna Wallace Hopper*, made a complaint on Board H.M.S. *Latona* about some nets being as he said lost or stolen. I have since heard Captain Malloch say that he recovered the nets. They were picked up by Captain Young's vessel.”

Declared before me this 23rd day of Dec., A.D., 1905.

(Sgd.) JOSEPH O'REILLY, J.P. for Newfoundland.

Southern District, }  
 Bay of Islands, }  
 To Wit: }

NEWFOUNDLAND.

THE examination of Charles E. Seeley, master of the Gloucester fishing schooner *Arabia*, who saith:—

“ I arrived at Bay of Islands about the middle of November last for a cargo of herring. We shipped the most of our crew of fishermen in Gloucester. We commenced fishing at Woods’ Island. We were at North Arm and are now at Middle Arm. We have been with the herring fishing fleet all the time ; there were Americans, Canadians and Newfoundlanders alongside of us. We have been treated courteously and kindly by all the Newfoundlanders, and our nets and gear have not been maliciously or wilfully interfered with by them. We have like most others of the American vessels lost considerable nets and gear. I have been eight years at this winter herring business, and I know that on times there was great loss of nets and gear by the natives. In fitting out for the herring fishery this season none of us American captains knew exactly what gear we wanted, and especially as to the number of fathoms of rope required. In many cases we did not have near enough rope to make moorings for our nets. I attribute the great loss of gear to the fact that in most cases our moorings were too short, and with light anchors the nets would go adrift, and in some cases would sink in deep water and could not be recovered. I know of an instance where Captain Cusick, of the *Independence*, went out in North Arm and hooked a bunch of nets (about forty) which were all tangled up together. He had to let them go as he could not get them in, and they were a complete loss. On another occasion Captain Vanburg, of the *Lewis H. Giles*, took his seine skiff and ten men and hooked a bunch of nets that were able to fill his cabin ; they could do nothing with them, and had to let them go ; they were also lost. Only yesterday I had an experience of this myself when I hauled up thirteen anchors in one lump. I am sure that the great loss of nets and gear was caused principally by the short moorings and light anchors. One fleet of nets that are set amongst the others with a short mooring and light anchors will destroy lots of other nets that might be set with the right sort of moorings and anchors. I have no knowledge of any nets or gear belonging to any of our fishing vessels being maliciously injured or damaged by the Newfoundlanders. I am sure it did not happen, and if any nets or gear was cut I would say that it was done by the crews of the American vessels against one another and not by the Newfoundlanders.

(Sgd.) A. E. SEELEY.

Declared before me this 23rd day of Dec., A.D., 1905,

(Sgd.) JOSEPH O’REILLY, J.P. for Newfoundland.

Southern District, }  
Penguin Arm, }  
To Wit: }

NEWFOUNDLAND.

THE examination of Joseph V. Bonia, agent for David B. Smith & Co., of Gloucester, who saith :—

“ Our firm have nine vessels here fishing ; several of them have gone with cargoes, and others are here now. We have a large number of nets in the water all the time. Our nets or gear have not been maliciously or wilfully interfered with in any way. We have been treated courteously and fairly by the people that we come into competition with. It is quite true that we have lost some nets and gear,

but that we expected. I have a large experience in this herring fishery, as I have been at it for years. I was aware that the natives on many occasions lost gear other years, and had to go home and give up the fishery. I think the great loss of gear this year is caused by the lack of knowledge in fitting out. I know some of the vessels that came and commenced setting their nets found that they were short of rope. I attribute the great loss of gear to short moorings and light anchors, and to the fact that many of our fishermen do not understand the local conditions and have very little knowledge of the work. I am sure that there was no malicious injury done to any of the nets or gear of American vessels by the Newfoundland fishermen. In any cutting or damage done, I would say that it was done by the crews of our own vessels, and not by any of the natives. During some of the storms we have had this fall there was a great number of nets lost. The nets would drag the mooring and get all tangled up together and would, of course, be lost to their owners. I know that when nets get bunched together like this, the buoys get broken off and the nets sink to the bottom in perhaps one hundred and twenty fathoms of water and would not be recovered afterwards. I know that there is no disposition on the part of the Newfoundlanders to interfere with our fishermen, and I am sure it was not done. The feeling has always been, and is yet, most friendly toward us."

(Sgd. JOSEPH V. BONIA.

Declared before me this 23rd day of Dec., A.D., 1905.

(Sgd.) JOSEPH O'REILLY, J.P., for Newfoundland.

Southern District, }  
Penguin Arm, }  
To Wit : }

NEWFOUNDLAND.

THE examination of C. W. Farmer, master of the schooner *Partician*, of Gloucester, who saith:—

"I am managing owner for the two fishing vessels, *Partician* and *George Parker*. We fished about eighty nets from those two vessels. We have been more fortunate than some of our neighbors; we did not lose more than one or two nets. I have never heard of any threats being made by the natives, that they would maliciously damage or injure our gear. I have no knowledge of any damage or injury being done to the nets or gear of any of our vessels. We have been treated in the best possible manner by the fishermen of Newfoundland, and have not been interfered with in any way by them. I have heard the statements of Captains Bonia, Cusick and McInnis, Seeley and others read, and I concur and agree with what they say on the matter."

(Sgd.) C. W. FARMER.

Declared before me this 26th day of Dec., A.D., 1905.

(Sgd.) JOSEPH O'REILLY, J.P., for Newfoundland.

Southern District, }  
 Penguin Arm, }  
 To Wit :

NEWFOUNDLAND.

THE examination of Joseph V. Cusick, Agent for Gardner and Parsons of Gloucester, Mass., who saith :—

“ I am agent for Gardner and Parsons. We have four vessels from our firm and we fish from those vessels about one hundred and sixty nets. Our men are fishing alongside the Canadian and Newfoundland fishermen ; the most cordial and friendly relations exist between us. None of our nets or gear have at any time this season being interfered with or maliciously injured or damaged. It is true that there is a considerable loss of nets and gear, but not as great as it is rumored. We know that there is always considerable loss of gear in this fishery, and we expect this. I say positively that our nets and gear have not been maliciously injured in any way by the Newfoundland fishermen. I know that the feeling of the native fishermen toward us has always been friendly, and it is so still. I attribute the loss of nets and gear to the lack of knowledge in some of our people in fitting out for the fishery, as well as a lack of knowledge of local conditions and of the methods of carrying on the fishery, by many of the fishermen on board the American vessels.

In storms when the nets drag and get tangled together, there is great difficulty in clearing them. Sometimes the moorings have to be cut, but if cut, it would be secured as best you could. After one storm we had as many as seven fleets of nets lost, two of which were saved. We had to go out in the vessel and drop a ketch anchor into the bunch of nets, and heave them up to the bow by purchase.

I would say that if there was any cutting done to nets or gear it was done by the crews of our American vessels, and it was not maliciously, but through lack of experience on their part. I have never heard any threats used by the fishermen that they would destroy our nets or gear, and I do not believe that the natives made such threats.

(Sgd.) JOSEPH V. CUSICK.

Declared before me this 23rd day of Dec., A.D., 1905.

(Sgd.) JOSEPH O'REILLY, J.P. for Newfoundland.

Southern District, }  
 Penguin Arm, }  
 To Wit :

NEWFOUNDLAND.

THE examination of John McInnis, Agent for Cunningham & Thompson, of Gloucester, who saith :—

“ I am agent for two of Cunningham & Thompson's vessels, the *Aloha* and *Norma*. We fish from those two vessels about forty nets. We have fished amongst

the fleet all the time. None of our nets have been maliciously injured or interfered with in any way by the Newfoundland fishermen. The most friendly relations exist between us, and I do not believe that they would knowingly destroy or injure our nets and gear. It is true that there is a considerable loss of nets and gear ; this I attribute to the want of knowledge in some of our people in fitting out for the fishery, as well as a lack of knowledge on the part of the crews of our vessels of the local conditions and methods of setting the nets and hauling them. I have no knowledge of any nets or gear belonging to any of our fishing vessels having been maliciously injured or damaged by the Newfoundland fishermen. I do not believe that there was any such thing done. If any nets or gear was cut or damaged I believe it was done by the crews of the American vessels engaged in the fishery.

(Sgd.) JOHN McINNIS.

Declared before me this 23rd day of Dec., A.D., 1905.

(Sgd.) JOSEPH O'RIELLY, J. P., for Newfoundland.

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THERE has been a considerable falling off in the number of American vessels engaged, and a marked improvement in the number of British vessels taking cargoes, which would have been much increased had our fishermen not gone on board of the American vessels to fish. To all our fishermen the season has been a good one, while those on board of the American vessels did not stock so much as in former years ; their nett profits are in many cases much larger, owing to the fact that they had no loss gear to be charged against their earnings. Our American friends secured good fares, and will, after balancing their accounts, have some knowledge of the expense attached to herring fishing in Bay of Islands.

Herring are reported scarce in Connaigre, Hermitage and Fortune Bays. There were good reports from Placentia, and herring of an excellent quality were, in the early part of the season, reported as being fairly plentiful, and some nice hauls were made. But since then there was little or nothing done.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) JOSEPH O'REILLY,

Inspector R.P.S.

Henry Clinton, commander of the yacht *Minnie Clinton*, reports as follows :—

ST. JACQUES,

JANUARY 18th, 1906.

SIR,—

I have the honor to submit the following report of my services in connection with the Bait Fishery the past season :

Having received orders from the Department of Marine and Fisheries, through Inspector O'Reilly, R.P.S., and instructed by H. W. LeMessurier, Esq., Assistant Collector of Customs, to proceed on Bait Protection as well as Customs duties.

Herring were very scarce, and but a few hauls were made. The largest were made at Recontre and Stone Cove, amounting to about two hundred barrels each haul. Only about a dozen local crafts baited in this bay, and those did not take what they required owing to the high price demanded. It was a compliment to get bait for twenty and twenty-five dollars per dory load, or about three dollars and fifty cents per barrel.

We had no American vessels visiting us, on account of their being shut out by the Government. Neither did we have any Nova Scotian vessels; the scarcity of bait being the cause.

We had charge of that part of Fortune Bay East of Boxey Point, and were repeatedly watching the seines and visiting the principal herring resorts.

After the work of Herring Bait Protection ended, which was the last of May, and having taken our cable on board, we proceeded on Caplin Bait Protection, and being ordered to take charge of that part of the East Coast, from Lamaline to Lawn, we cruised this shore, visiting all the principal caplin coves. The body of caplin did not strike this shore before the 23rd of June, but small lots were to be had at some of the principal coves on the 19th. Only a few local bankers baited on this shore.

Meeting Inspector O'Reilly on the 26th of June, we were ordered to abandon the Protection and proceed home the first opportunity; and leaving the shore on the 27th, with a strong breeze from the S.E., we were obliged to harbor at St. Pierre and await a chance along, which we did not get before the 29th.

On our arrival at St. Pierre, caplin were selling at two francs per hogshead, while others (local craft) there from Miquelon could not get sale. High prices had been paid in the early part of June, up to forty-five francs per hogshead; but as soon as the caplin landed at Miquelon the price was reduced to five francs and not more than twelve.

Codfish was selling at twenty-five and twenty-seven francs per quintal, from salt bulk ; thus proving that the bankers have done very little on their Spring trips.

The weather was all that could be desired, but the yacht *Minnie Clinton* is too small for this outside work ; besides, she needs repairs, and I would suggest a larger vessel is required—say about twenty tons ; she would be large enough to do both the work of the Fisheries Protection and Customs satisfactorily and safely.

I have the honor to be,

Sir,

Your obedient servant,

(Sgd.) H. R. CLINTON.

HON. ELI DAWE,

*Minister of Marine and Fisheries.*

---

Patrick Burke, master of the yacht *Vigil*, sends his report as follows :—

SIR,—

On Monday, 17th of April I joined the *Vigil* at Pushthrough, and after getting the vessel ready for sea we went around to Connaigre Bay where I had orders to remain during the herring baiting season. Herring were fairly plentiful, and large quantities were reported in deep water. Early in April some little hauls were made to the land, but after the 10th of April, when the lobster traps were put in the water, there was no herring hauled to shore ; what fish were taken were tucked or pursed up out in the bay. In April herring bait was high and the price ranged from twenty to thirty-five dollars a dory load, but it afterwards dropped from twelve to fifteen dollars. There was a large fleet of banking vessels, in fact all our local vessels from Catalina to Channel had to come to Connaigre Bay for bait, besides all the small inshore fishing boats and jacks from St. Mary's and Placentia Bays. There was no herring to be had on any part of our coast outside of this Bay. We had no violations of the law to complain of.

In caplin time we were ordered over to Dantzic. We cruised from Grand Bank to Dantzic and Brunette Island. Caplin were abundant after the first week and were found in many places around Fortune Bay and the West Coast where they had not been for years.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) PATRICK BURKE.

HON. ELI DAWE,

*Minister of Marine and Fisheries.*

REPORT OF THE FISHERIES PROTECTION SERVICE BY THOMAS BONIA, FISHERY COMMISSIONER, 1905.

SIR,—

Having been appointed Commissioner on the Bait Protection Service I took charge of the S.S. *Neptune* and left St. John's on May 31st, cruising constantly between there and Placentia, giving special attention to the Southern Shore, the latter being the choice part of the coast for bankers, both local and foreign, to take caplin.

I stationed two men on shore, one at Caplin Bay, the other at Bay Bulls; Tidewaiter Morrissey being on fishery service at Cape Broyle, and with no violations of our bait laws, we extended our cruise to Conception Bay, calling at several ports and found no complaints.

On the whole we found only five American fishing vessels in our waters, three of which had a license to take bait. I don't know if the others intended breaking our bait regulations; if they did, disappointment was met, as all were watched closely at that particular season of the year on the portion of the coast under my jurisdiction.

An unusually large number of Nova Scotian vessels baited with caplin between St. Mary's Bay and Conception Bay.

Early in July we left St. John's with instructions from the Fisheries Department to proceed to White Bay, as some friction was reported to be on between the settlers and the French over the setting of cod-traps. We called at Englee, Conche, Croque, and Groais Islands but found no trouble as reported. We left at once to steam south, calling at Great Denier Light, also South End of Change Island Light with Inspector White who boarded us at Englee for the purpose of inspection. Having no reason for delay North I left for St. John's to refit, and left immediately on our principal route, and finding no disturbances we continued west to Bay of Islands as the S.S. *Fiona* had been withdrawn from the bait service there. Meeting no business of any kind we traversed the coast back calling at several ports and settled some minor offences in the way of transhipment of bait by our local fishermen for local consumption without clearances, etc.

Caplin have been more plentiful this year, with the exception of two or three places, than they were for the last seven years. Squid were not plentiful which was a great drawback to all the fishermen both local and foreign. The latter being deprived of entering our ports for the purpose of securing bait (Nova Scotians exempt) were likely to give trouble by hovering around outside the three-mile limit, in the vicinity of Burin and Lamaline, which caused us to remain around, as they, the French and Americans, were trying to induce our people to convey squid outside the boundary.

Our suspicion was correct, as our presence drove ten French vessels which were lurking about, which action could be for the one purpose only—stealing our bait



fishes. One French fishing ketch, the *Talilie*, of St. Pierre, anchored off Lamaline, We at once dropped our log near the shore and steamed off thinking he was intruding, but found that he was within his right—three miles and a half off. The only alternative was then to watch his movements, which we did, until he moved away on the following day. We then steamed over to Placentia where we received orders to return to St. John's the following day, August 30th, abandoning the service on the *Neptune*, as her contract had expired with the Government.

On September 8th we left St. John's on the S.S. *D.P. Ingraham* to do Bait Service duty according to my commission, and giving the coast between Flat Island in Placentia to Lamaline particular care, caused by the fact that the French fishing vessels were again in that vicinity, as they had missed the presence of the Bait Protection cruiser *Neptune* for the past nine days. We boarded a large number of boats and threw several thousand squid overboard. I believe a considerable amount of squids escaped to St. Pierre, some while the coast was without any Bait Protection; and also a little while the Protection was in full force, for this traffic is not easily abolished, as bait is brought to St. Pierre in different sized boats from eighteen tons upwards. The large ones go outside and often so far that they approach St. Pierre coming east, which course takes them outside of the every day Protection Service. While this is going on the small and often undecked boats are taking advantage of the night, or thick fog at day time. You must remember that if our fishermen say they want to accommodate the French with bait, you are then up against the best sea-going talent in the country, and to counteract this it is necessary to place a small steamer permanent under the Minister of Marine and Fisheries, and at different seasons when bait is available, keep her steaming around St. Pierre and vicinity. If such a proposition is not approved of by the Government, then the S.S. *Fiona* should be placed there at the appropriate times of each year.

After spending two weeks on the above mentioned coast proceeded to Placentia for orders, and got them to go west at once in search of a smuggler, one John Stowbridge, in the *Sarah Elizabeth*, of Boxey, who had been running the blockade for the last two or three years, and for whose arrest the police on the West Coast held warrants. We captured him at Fox Island Harbor, near Ramea Islands. We towed him to Burgeo and confiscated eleven thousand squids and a considerable amount of contraband goods. I then handed the prosecution of him over to Inspector O'Reilly, who brought him to Burin, there being no Stipendiary Magistrate at Burgeo. Stowbridge was fined four hundred dollars together with the loss of his goods, which was not of less value than five hundred dollars. He had but himself and one brother in the boat, which was about seventeen tons.

For further particulars, and the detail of our summer's work, I am forwarding you my log which was written up correctly every day.

I have the honor to be,

Sir,

Your obedient servant,

(Sgd.) THOS. BONIA, Commissioner.

HON. ELI DAWE,  
*Minister of Marine and Fisheries.*

when hired men are needed extends from May until the end of August. Hired hands are paid a percentage of the gross earning of the boat and generally make good wages.

ST. JOHN'S,  
JANUARY 12th, 1906.

SIR,—

I have the honor to report that since my arrival here in August last I have been mainly occupied in visiting outports inquiring into the various fisheries in the Colony, more especially the herring fishery, with a view to its development.

The codfishery has hitherto monopolised the attention of fishermen and merchants, and, as a consequence, herring fishing has been in a great measure neglected.

Seeing that herring are more or less abundant nearly all around the Island this state of matters should not be allowed to continue without an effort being made to improve the methods of capture and cure, so as to bring them into line with other countries, where herring fishing is the principal industry, and which is to them a source of great wealth.

The present system of fishing only when herrings frequent the arms of bays late in the fall of the year is not enough. There is not sufficient time in the open season to carry on curing profitably before frost sets in, and the prices obtainable for cured, split and frozen herrings are not sufficient inducement for fishermen to fish at all unless large quantities can be got. This cannot always be depended on owing to the erratic movements of the fish which no one is able to account for.

There is no reasonable doubt but that herrings could be caught by drift-nets at the offing in the month of August onwards to the end of the year, as well as in the Spring. With a regular supply coming in during those months, and curing properly established in the hands of competent men, the industry would gradually progress, and in time might rival, if not surpass, the codfishery as a means of subsistence to the fisherman.

The increase in the fishing population, if not now, will require some other outlet than codfishery for their profitable employment if they are to remain at home.

The best means of inaugurating drift net fishing is that recommended in a former letter, viz., the sending of a few capable young men to Scotland to be employed as hired hands in herring fishing boats for a season. They would see the method of fishing there, and would be able in the course of a season to know all that would be necessary for them to know in order to practice fishing in the same way at home. At the same time they would realize the importance of drift net fishing in the open sea and its possibilities. The herring fishing season in Scotland

The principal advantage of this method of seeking to develop the herring fishery is that it would interest the home fishermen in it and put it in their own hands to work out the problem for themselves, instead of importing men to show them how drift net fishing is carried on, which might be resented. At the same time the method recommended would be the most effective as well as the least expensive.

It is important to know with certainty at what season or seasons of the year herrings spawn. There has not been an opportunity for ascertaining this. All around the Island the general impression is that herring spawn in June and July. This is probably the case, but from what I saw in White Bay, in October, and Placentia Bay, in December, I am of opinion that herring must also spawn about the latter end of January or February. This opinion was arrived at after seeing the state of development of the roe and milt in herring caught at those dates. This would coincide with what is experienced in Scotland where herrings spawn in February and August. These different spawnings are not from the same fishes, but are what are termed Winter and Summer herrings.

In the course of inquiry into the lobster fishery I was met with a complaint that lobsters are now so small that it requires double the number to make a case of tinned fish that it did a number of years ago, when the fishing was practically in its infancy. Lobsters are of slow growth, and this is clearly a result of over-fishing on the same grounds year after year. Packing being in the hands of the fishermen efficient supervision cannot be exercised to see the regulation regarding size is observed. It would be different if the trade were centralised in factories and supervision made possible both as to the quality of the pack and size of the fish. To further protect the fishery it may be necessary to raise the standard of size below which lobsters may not be caught.

It may seem impertinent of me to make any remark on the codfishery which has been carried on for generations under present methods, and which shows no sign of exhaustion. Still the shore and Labrador fisheries at which say two-thirds of the catch are young immature fish that have not reached the reproductive stage seems wasteful. Fortunately the Labrador season is a short one, and the extent of coast large for the numbers operating on it.

It may be interesting to note that growing cod fish add from six inches to seven inches to their length in a year.

Further remarks on the fisheries are held over meantime until sufficient inquiry is made, in order to arrive at definite conclusions.

I have the honor to be,

Sir,

Your obedient servant,

(Sgd.) WILLIAM MAIR.

HON. ELI DAWE,

*Minister of Marine and Fisheries.*

SIR,—

I have the honour to submit my report of the whaling factories under my supervision for the year ended December 31st, 1905.

This industry on the whole has not been so successful as in former years, and the falling off has in some instances been so considerable as to cause grave apprehension. Of the eighteen factories in operation during the year but four have been so successful as last season, viz : Balena, Dublin Cove, Beaverton and Safe Harbor.

The total number of whales captured in the season of 1904 was 1,275, and the total oil product 1,788,304 gals. In 1905 the total number of whales taken was 892, and the total oil product 1,259,182, which shows a decrease of 383 whales, and 529,122 gallons of oil, or in other words the catch of whales and yield of oil have decreased about 30 per cent.

During the season I visited the eighteen factories in operation, my travels this year being extended to Hawk's Harbour, Labrador, a new factory having commenced operation there this season.

When I made my first visit to Balena station on April 19th, I found that ten Sulphur Bottom whales had been captured, this being double the number caught up to the same date last year.

The total number of whales captured at this station during the season was 82, the same as last year, but the yield of oil is 6,000 gallons in excess of the previous year. The quantity of oil produced depending upon the species of whale.

On my first visit to Hawk's Harbour, Labrador, I saw there were several whale carcasses in the water of the harbour, and all being fastened to the shore near the whaling station, the cause assigned being that the guano plant was not quite ready. Before I left Hawk's Harbour the carcasses were being manufactured into guano. However, I reported the matter to the Deputy Minister of Marine and Fisheries.

At Bay Chaleur, on April 22nd, I also saw some whale carcasses partly decomposed in the waters of the harbour tied to the whaling slip. This I also reported to the Fishery Department, and made a second visit to Bay Chaleur station on July 17th, when I found that 97 whales had been captured, the carcasses had all been manufactured into guano, and the station and surroundings were clean.

I would respectfully suggest to the whaling companies that it is my opinion if they would insist on having the whales brought to their whaling stations as soon as possible after capture, they (the whaling companies) would profit considerably thereby.

The Snook's Arm factory shows a surprising falling off this season, the catch being 10 whales as against 59 last year; while at Beaverton, in the same Bay, 40 whales were captured this season and 28 last year, from which it may be inferred that the scarcity of whales did not cause the shortage at Snook's Arm.

All the Stations except Hawke's Harbour, Labrador, and Bay Chaleur, I am pleased to report were in a satisfactory condition, and all were actively engaged during the season, except the Lark Harbor factory, which did not begin fishing until late, and was most unsuccessful, not having secured a whale during the year.

There were in all eighteen factories this year under my supervision, the number having been increased by four this season, viz.:—Hawke's Harbour, Labrador; Hawke's Bay, St. Barbe; Larke Harbor, St. Barbe; and Harbor Grace.

The following tabulated statement will show the work done by each factory during the season ended December 31, 1905.

NO. FACTORIES.	Whales.	QUALITY.	OIL, GALLONS.	GUANO TONS.	BONE TONS.
1. Balena .....	82	68 Sulphur. 7 Humpbacks 7 Finbacks. 2 Siehvals.	141,496	376	181
2. Snook's Arm.....	10	10 Finbacks.	10,710	26	18
3. Bay Chaleur .....	97	68 Sulphur. 27 Finbacks. 2 Humpbacks.	138,160	291	211
4. Rose au Rue.....	97	26 Sulphur. 59 Finbacks. 12 Humpbacks.	86,944	264	186
5. Beaverton.....	40	36 Finbacks. 1 Humpback. 3 Sperms.	51,962	149½	80
6. St. Lawrence.....	70	39 Finbacks. 4 Humpbacks. 27 Sulphur.	61,236	299	146
7. Cape Broyle.....	51	9 Sulphur. 19 Finbacks. 23 Humpbacks.	47,880	181	103
8. Cape Charles.. ..	42	2 Sulphur. 24 Finbacks. 16 Humpbacks.	50,652	80	126
9. Dublin Cove .....	50	34 Sulphur. 16 Finbacks.	54,200	129	90
10. Lance au Loup .....	34	3 Sulphur. 13 Humpbacks. 18 Finbacks.	28,200	82	50
11. St. Mary's .....	41	7 Sulphur. 18 Humpbacks. 16 Finbacks.	38,052	123	82
12. Aquaforte .....	65	17 Sulphur. 25 Finbacks. 23 Humpbacks.	69,936	251	100
Forwarded.....	679	.....	779,330	2,251½	1,373

No. FACTORIES.	Whales.	QUALITY.	OIL, GALLONS.	GUANO TONS.	BONE TONS.
Brought forward .....	679	.....	779,333	2,251½	1,373
13. Trinity .....	33	10 Humpbacks. 23 Finbacks.	17,200	106	51
14. Safe Harbor .....	61	2 Sperms. 47 Finbacks. 12 Humpbacks.	70,000	212	92
15. Harbor Grace.....	23	20 Finbacks. 2 Humpbacks. 1 Sperm.	23,184	40	40
16. Hawke's Bay, Port Saunders.....	26	4 Sulphur. 17 Finbacks. 5 Humpbacks.	22,000	14	40
17. Hawk's Harbor.....	70	57 Finbacks. 13 Humpbacks.	75,000	179	65
18. Lark Harbor.....					
	892		986,714	2,802½	1,661

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 plant, and not included in the above table, is as follows :—

	gals.
Balena .....	41,328
Snook's Arm.....	5,796
Bay Chaleur .....	39,564
Rose au Rue .....	32,760
St. Lawrence.....	40,320
Cape Broyle.....	22,680
Dublin Cove .....	28,300
Lance au Loup.....	14,000
St. Mary's.....	12,540
Aquaforte .....	25,200
Trinity.....	9,880
	272,368

The other whale factories that secured whales and not mentioned in the above list gave their returns complete, which included the oil obtained from the carcasses as well as the oil obtained from the blubber.

Total number of whales captured.		Quality, 1904-5.	
Males .....	470	Sulphur Bottoms.....	263
Females .....	422	Humpbacks .....	161
		Finbacks .....	460
		Siehvalls.....	2
		Sperms .....	6
	892		892

Guano .....	2,802½ Tons.
Whale Bone.....	1,661 “
Whale Finners . . . . .	121¾ “
Oil .....	1,259,182 Gals.

The following is a return for the previous season, 1903-4.

Total number of whales captured.	Quality, 1903-4.
Males ..... 712	Sulphur Bottoms ..... 264
Females .. . . . 563	Humpbacks ..... 281
	Finbacks ..... 690
	Seih . . . . . 39
	Sperm ... . . . . 1
<u>1,275</u>	<u>1,275</u>

Guano.....	3,511 Tons.
Whale Bone .....	2,603 “
Whale Finners .....	162 “
Oil ... . . . .	1,788,304 Gals.

It will be seen from the foregoing statements that there has been a considerable falling off in the catch of whales during the season of 1905, but it has not been absolutely general, as Balena station has secured the same number as last year, and Safe Harbor, Beaverton and Dublin Cove, have been even more successful this season than last, and therefore it does not appear to me that there is anything to indicate the positive decline of the fishery as many suppose.

We have had poor seal and cod fisheries, and often a succession of bad voyages. Still these fisheries have not declined, and it is my opinion that the same applies to the whale fishery. Next year the conditions may be such as would favor a successful whale fishery, as in the case of Iceland. I have been informed that the whale fishery last year, in Iceland, was the best for several seasons.

As the caplin have been fairly plentiful this year during the caplin season, some having come to the shore where they have not been seen for years; this fact seems to have completely changed the opinion of some people who last year thought that the killing of whales would injure the codfishery, as the whales, they contended, drove the bait fishes to land. This year I have not heard a complaint of that nature, as it appears that there have been less whales than last season and yet more caplin came to the shore this year than for several years.

I have the honor to be,

Sir,

Your obedient servant,

C. WAY.

ST. JOHN'S, NEWFOUNDLAND,  
FEBRUARY, 1906.

SIR,—

I have the honor to submit the following report for the year ended 31st December, 1905.

#### NEW LIGHT STATIONS.

During this year new stations have been under construction at the undernamed localities :—

Double Island .....	Labrador Coast
Indian Tickle.....	“ “
St. Lawrence . . . . .	District of Burin
Western Cove.....	White Bay
Seal Cove .....	“ “
Jackson's Cove.....	“ “
Burnt Point . . . . .	Seldom-Come-By

Of these the following have been completed :—

Double Island	Indian Tickle
Western Cove	Seal Cove
Jackson's Cove	Burnt Point.

#### NEW FOG ALARMS.

Work at Fog Alarm stations has been as follows :—

Burnt Point (Seldom-Come-By) .....	Completed
South End Raccalieu Island .....	Completed ;
the water service will require a short time in the spring to put in order.	

#### BUOYS.

Spare buoys have been made and placed at the following localities :—

- 2 at the entrance of St. John's Harbor.
- 1 off Stagg Harbor Point.

#### FOG ALARMS.

This most important service calls for special attention, therefore I have the honor to submit the following for your earnest consideration :

There are, in all, eleven fog alarms and signals maintained by the Newfoundland Government on this coast, viz :

Cape St. Francis	} .....	Operated by steam power
Green Island. ....		
Cape Spear .....		



Western Head..	}	Explosive or gun cotton signals.
Fort Amherst..		
Powell's Head		
Channel Head..		
Seldom-Come-By	}	Diaphone Alarms ; compressed air
Baccalieu Island		
Rose Blanche		Operated by oil engines.
Iron Island, Burin		Fog bell.

Cape St. Francis, Green Island and Cape Spear alarms are operated by steam, requiring for annual maintenance from 60 to 80 tons of coal each, besides the upkeep of wharves, landing appliances, roads, water services, which include reservoirs or tanks, and at Cape Spear and Cape St. Francis from a half to three quarters of a mile of water pipes. All these, together with incidental expenditure for repairs to machinery, furnace bars, etc., cost large sums, which are periodically increased by repairs to boilers, or the demand for new boilers.

The machinery at these stations has been running so long that a break down may occur at any time. This, of course, would occupy an indefinite period to readjust :—

Cape St. Francis	was installed in	1877.
Green Island	“ “	1883.
Cape Spear	“ “	1878.

Western Bay, Fort Amherst, Powell's Head, Channel Head :—explosive signals, or oz. cartridges of gun cotton, fired by electricity, are used at these stations.

This form of signal was employed at Western Bay, Powell's Head and Channel Head, owing to the difficulty of securing a supply of water for steam purposes.

The explosive signal now at Fort Amherst replaced the cannon, the ammunition of which cost 75 cents per charge, was fired every thirty minutes. The present signal cost 25 cents per charge, and is fired every twenty minutes.

This form of signal has undoubted merits, but the long periods of fog on our coast causes the annual expenditure for explosives to be large, and the period between explosions, adopted from the stand point of economy, are altogether too long, viz :—

Western Bay	.....	15 minutes
Fort Amherst	.....	20 “
Powell's Head	.....	12 “
Channel Head	.....	8 “

Seldom-Come-By, Baccalieu Island, Rose Blanche :—

The plants installed at those stations comprise the newest type of fog alarm, and combine efficiency with small cost of maintenance, as will appear from the comparative statement further on,

It can be put in operation at a few minutes notice, and when stopped expenditure of fuel ceases.

To provide for possible accident each plant is in duplicate, *i.e.*, two engines and two compressors are provided, hence the sounding of the alarm as advertised to mariners is assured.

The satisfactory results given by the diaphone alarms installed at Rose Blanche and Seldom-Come-By, coupled with the knowledge that this alarm has the endorsement of the Department of Marine and Fisheries of Canada, and is being adopted in that service, causes me to suggest the wisdom of your providing funds sufficient to equip each one of our stations with this type of alarm, the aggregate cost of which will approximate \$40,000.

If, however, this sum cannot be provided now I respectfully ask your most serious consideration of the question of providing sufficient money to replace the existing signals at Channel Head and Powell's Head with diaphones.

You will observe from the following comparative cost of maintenance the great saving which would be secured, besides which a sound would be produced in every one or two minutes instead of in every eight or twelve minutes, at Channel and Powell's Head, two of the most important positions on our Coast.

Statement showing annual cost of maintenance of present fog alarms and fog signals.

Statement showing annual cost of maintaining Diaphone fog alarms, together with cost of installation.

PLACE.	COST.	COST OF INSTALLATION.	SIZE DIAPHONE.	ANNUAL MAINTENANCE.
Cape St. Francis.....	\$1,200 00	\$7,000 00	3 inch.	\$650 00
Green Island.....	800 00	7,000 00	3 inch.	500 00
Cape Spear.....	1,200 00	7,000 00	3 inch.	750 00
Western Bay.....	500 00	3,000 00	1½ inch.	130 00
Fort Amherst.....	1,000 00	3,000 00	1½ inch.	175 00
Powell's Head .....	1,800 00	5,000 00	2 inch.	400 00
Channel Head .....	2,000 00	7,000 00	2 inch.	750 00
	\$8,600 00	\$39,000 00		\$3,375 00

For annual unforeseen contingencies which, however, are not anticipated for, at least, some years after installation.....

\$625 00

\$4,000 00

These figures show a very important saving in yearly expenditure, not to speak of the great efficiency which would be assured by the new installation.

#### REPAIRS TO LIGHTHOUSES.

GULL ISLAND.—Last year the dwellings at this station were destroyed by fire, and new ones were rushed to completion, but this did not permit the building of foundation walls. This work, together with other requirements, has been done this year.

GREAT DENIER ISLAND.—A new lens lantern light has been supplied this station, the color been changed from Green to Red.

LONG POINT.—Necessary repairs have been made to porches and other parts of the dwellings.

JOE BATT'S ARM.—Material has been supplied for the completion of the storehouse.

S. E. CHANGE ISLAND.—The light apparatus not working satisfactorily, the Mechanician visited the station during July and adjusted it, since which it has been all right.

BURNT POINT, SELDOM-COME-BY.—A lens light has been placed at this station in connection with the fog alarm. This light is most valuable to those making that harbor a port of call or refuge. Two iron tanks, capacity 3,000 gallons, have been supplied for storage of kerosene oil for use of the alarm so that wastage may be minimised as much as possible.

PENGUIN ISLAND.—Repairs to foundation walls and to cellar drain have been effected.

PUFFIN ISLAND.--Repairs to drum and sole plate of lantern and parts of the walls of dwelling pointed.

SQUARREY HEAD.—The new light installed this year is said to be of great value to mariners making the port of Bonavista.

RANDOM ISLAND.—The trolley track, on which the supplies are conveyed from landing to lighthouse, has been repaired and other necessaries supplied.

WESTERN BAY.—An oil store has been built and other work done.

HARBOR GRACE BEACON.—This light was changed from white to red. The old white light conflicting with the town lights made this alteration necessary.

HARBOR GRACE ISLAND.—Necessary repairs have been made to the house, bridges, landing places, etc.

CAPE SPEAR.—The chimney in the Assistant Keeper's house had always been a source of annoyance to him through down drafts during the prevalence of south-east winds. It has been taken down and rebuilt off a different plan. This has overcome the trouble. Repairs have been made to the water service, and other repairs attended to.

POWELL'S HEAD.--Storm sashes have been supplied for the Keeper's dwelling, and other necessary matters attended to.

CAPE PINE.—Shingles and other material have been supplied for the repairs to buildings, work to be done this coming spring.

DODDING HEAD.—Material was supplied for repairs to the landing wharf and other parts of the station, and the work performed by local labour.

GRAND BANK.—Some repairs have been made to this beacon.

BRUNETTE ISLAND.—The freestone drum of lantern had become so weather worn as to endanger the whole structure. It has been cased with iron, filled in with cement concrete, thus securing and strengthening the entire building. At the completion of this work the light-room floor was levelled up, and clockwork of machinery adjusted.

ROSE BLANCHE LIGHTHOUSE.—A new light apparatus to replace the old damaged one has been imported and is now in store ready for installation in the Spring.

ROSE BLANCHE FOG ALARM.—New oil tanks to contain 2,500 gallons have been built for this station to prevent wastage. Those will be placed in position in the Spring.

LOBSTER COVE HEAD.—A kitchen for the better accomodation of the Keeper's family has been built and other requirements completed.

KEPPLE ISLAND.—A dwelling for the better accomodation of the Keeper has been erected.

The number of aids to navigation maintained by the Government of Newfoundland on this Island and Labrador coast is shown by the following figures :—

Lighthouses .....	72
Fog Alarms .....	11
Buoys .....	6

I have the honor to be,

Sir,

Your obedient servant,

(Sgd.) R. WHITE,

Inspector of Lighthouses.

HON. ELI DAWE,  
*Minster of Marine and Fisheries.*

ST. JOHN'S,  
JANUARY, 1906.

SIR:—

I have the honor 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, and local construction of new boilers.

#### INSPECTION OF STEAM BOILERS.

Visits of Inspection. ....	383
Internal and External Inspection .....	275
Hydraulic tests applied ....	43
Hydrostatic tests applied .....	23

#### RESULTS OF THESE VISITS.

Boilers condemned as unsafe.....	2
Boilers found imperfect .....	57
Boilers made in the Colony .....	31
Notices of inspection served.....	291
Certificates issued .....	234
Fees for inspection during year .....	\$2,516

#### PUBLIC SERVICES RENDERED.

My services were availed of at the following institutions : Customs Building boiler ; East, West, and Central Firehalls, General Post Office, Court House boilers, also superintending repairs and examination of boiler of the steam yacht S.S. *Fiona*.

I have the honor to be,

Sir,

Your obedient servant,

(Sgd.) A. McLACHLAN,  
Boiler Inspector.

HON. ELI DAWE,  
*Minister of Marine and Fisheries.*

**REPORT OF THE POSTMASTER-GENERAL FOR THE YEAR ENDING  
JUNE 30th, 1905.**

*To His Excellency SIR WILLIAM MACGREGOR, M.D.,  
K. C. M. G., C. B., Governor, Commander-in-Chief  
and Vice Admiral over the Island and its Depen-  
dencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor 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, 1905.

The financial operations of the Department for the year ended June 30th, 1905, compared with the previous year, are as set forth in the following statement :—

Revenue :—	1903-1904.	1904-1905.
Ordinary Postal Revenue.....	\$65,840.40	\$71,296.98
Postal Telegraph Revenue.....	17,030.47	24,296.67
Total received.....	<u>\$82,830.87</u>	<u>\$95,593.65</u>
 Expenditure ;—		
Ordinary Postal Expenditure, including steam subsidies.....	\$243,796.02	\$297,905.34
Postal Telegraphs.....	35,926.70	35,755.57
Total Expenditure.....	<u>\$279,722.72</u>	<u>\$333,660.91</u>

The increase of expenditure, \$54,109.32, was caused by the New Coastal Steam Contract North and South.

It is worthy of note and a matter of congratulation that, apart from the steam subsidies, our revenue compared with expenditure is steadily gaining, and were it not for the special expenditure of last year—owing to the snow blockade—we should have a surplus of nearly \$3000 on current account. The increase for the current year promises to be still greater.

Excess of Postal Expenditure over Revenue.....	\$226,608.36
Excess of Telegraph Expenditure over Revenue .....	11,458.90
Total Excess of Expenditure over Revenue.....	<u>\$238,067.26</u>

In addition to this, the sum of \$55,086.51 was expended under Capital Account, Postal Trust Fund, as follows :—

Initiatory Telegraphs.....	\$10,000.00
Construction Marconi Stations.....	14,000.00
Construction Telegraph Lines and Stations, including Carbonear New Post Office.....	<u>31,086.51</u>
	<u>\$55,086.51</u>

LETTERS.—It is estimated that the total number of letters and post cards handled for the year amounts to TWO MILLION and FIFTY THOUSAND (2,050,000.)

REGISTERED LETTERS.—The returns from this branch show that 99,547 letters were handled by the St. John's Office during the year, but it is estimated that about 10,000 more were received by the Travelling Post Office and despatched en route which are not included in the above figures.

The Outport official salaries, Money Order remittances, Postage Stamp supplies and many large packages of coin and notes from the different banking institutions are handled daily by this branch without loss by carelessness or dishonesty on the part of the officials of a single article.

When it is remembered that the careful check of receipts for letters despatched to the different places from the Travelling Post Office, and the careful supervision given the handling of registered matter by other countries, which are not practicable here without largely augmenting the staff, the report of the business of this branch is very gratifying.

MONEY ORDER BRANCH.—The business of the Money Order Branch continues to increase. The total number of orders issued in the Colony for the year was 23,558, amounting in value to \$366,333.83, and the total number of orders paid was 22,098, amounting in value to \$387,742.52. The commission accruing thereon was \$2,840.79.

Notwithstanding the fact that there is much competition in remitting money by Banks and Express Companies, the year under review has been marked by a general growth of the business of this branch.

The Department has now under consideration a plan for the transmission of money by means of Telegraph Money Orders.

It is hoped that at a very early date this great improvement will be put into general use.

The sale of Sterling Postal Orders continues to increase, and arrangements are now completed whereby British Postal Orders may be cashed in the Colony which hitherto could not be done.

PARCEL POST BRANCH.—The number of parcels received from other countries decreased 133 and was over 400 less than the number received in 1902-3; but this decrease is not regretted, as it indicates that our people have ceased buying a certain class of shoddy goods highly advertised.

The number of parcels sent abroad have increased fifty per cent. since 1902-3.

The reduction of the Inland Parcel Rate from 8 cents for every pound to 8 cents for first pound and 3 cents for each additional pound, which means a saving

to the public of 53 cents on an eleven pound parcel, at once became very popular, and the increased number of parcels equals 100 per cent.

A still further decrease in the rate is desirable, and would be of immense value to the people in the Outports.

All local parcels despatched from St. John's are recorded, some are registered and a receipt given on payment of the usual three cent registration fee.

DEAD LETTER BRANCH.—The total number of Dead Letters and Post Cards handled during the year by this branch was 21,246 ; 6,369 of these were letters returned to writers in Newfoundland from abroad, and 14,877 to the Dead Letter Offices of the countries of origin.

The amount of money value found in letters amounted to \$1,148.63 which was contained in 451 letters ; the owners of 4 letters containing the sum of \$1.43 could not be found, and this amount was passed over to the General Revenue.

In addition to the letters and post cards handled, there are many articles of small value which continue to accumulate, and some means will shortly have to be taken to dispose of them.

POSTAGE STAMPS.—The stamp clerk issued 2,922,035 adhesive stamps and 101,348 post cards, a total of 3,023,383 pieces, the value of which was \$67,652.91. The greatest care is exercised and all vouchers and receipts carefully checked. The actual stock said to be on hand is counted monthly by the auditor.

REDUCTION OF LOCAL POSTAGE.—It is gratifying to learn that the Government has determined to reduce the local postage on letters from 3 cents to 2 cents, and in this connection I beg to suggest that the reduction be accompanied by a change in the design of 1 and 2 cent postage stamps ; King Edward VII. taking the place of Queen Victoria on the 1 cent stamp, and a new design which would in some way mark this event in our history be adopted for the 2 cent stamp.

DISTRIBUTION BRANCH, GENERAL POST OFFICE.—The duties of the assorters are very trying and the hours of duty long and arduous, frequently extending from 7 a.m. to midnight.

Generally speaking, the assorters trust to memory in distributing mail matter, and it is surprising how perfect their recollection becomes.

A set of maps showing the situation of every Post Office, Telegraph Office, Roads, Railways and Mail Couriers Routes would undoubtedly result in much greater intelligence in handling local mail matter. The time has come when the introduction of an Automatic "Date and Cancelling Machine" can no longer be delayed. The great number of letters, etc., passing through the St. John's Post Office, and the speed with which they must be handled, make it impossible to obtain clear impressions of the dating stamps by the hand stamp at present in use.



TRAVELLING POST OFFICE.—We have now 17 Travelling Post Office Clerks, ten steamer and seven railway. The Railway Mail Service is hazardous and its work peculiarly exacting. In addition to assorting and despatching mails at intermediate places along their routes, these clerks sub-divide the mail matter addressed to St. John's into sections, thus saving much delay in delivery of same from the General Post office.

The work on the cross-country Express service has so increased that the services of a second clerk on each of the tri-weekly Expresses is imperative to ensure good service.

The work was made lighter to some extent by placing the fourth clerk on duty on all trains running between Port-aux-Basques and Bay of Islands.

In addition to their postal duties all Travelling Post Office clerks keep a record of departure, arrivals and delays of the trains or steamers on which they are employed.

During the year a new Postal Car was built by the Railway Company in accordance with plans furnished by this Department; this car is found to meet the requirements of the clerks in every particular and ensures greater privacy than can be obtained in other cars previously supplied, which have the entry through the baggage compartment.

CONVEYANCE OF MAILS.—The winter of 1905 may be regarded as the worst on record, and was disastrous from a Postal point of view from 1st February to middle of March. The whole railway service north of Placentia Junction was stated to be blocked by snow and ice, and the interruptions on the local lines to Carbonear and Placentia also had its effect on postal communication. It was not only on land that troubles faced the Department, for the steamers on the South Coast and in Placentia Bay were delayed in an unprecedented way by ice.

The Department threw all the energy possible into the effort to prevent the suspension of the railway service from causing a total collapse in the Postal Service, and engaged men, horse and dog teams in every direction and took the risk of sending the little steamer *D.P. Ingraham* to the Northern ports in the dead of winter. Mails were also despatched per S.S. *Euphrates* and *Greenland*.

Couriers arriving at their appointed stations after a journey of 80 to 100 miles did not hesitate to re-shoulder their heavy burdens and travel as far again when directed to connect with the S.S. *Ingraham*.

The financial result was a loss of \$4,227.50, viz., extra expenditure \$2,244.90, couriers and steamers, \$1,983.60.

Outside the above, the Bay, Coastal and steamers from the Colony to other countries performed their work in a commendable manner,

It is suggested, however, that some changes and additions can be made with advantage as regards ports of call along the South Coast.

The couriers generally did their work in a satisfactory manner. These men go through great hardship and danger, and it seems hard that after, in some cases, serving the Department faithfully for many years, no allowance can be made them when they become too infirm to continue in the service.

MAIL COURIER ROUTES.—It is again urged that the Winter Mail Routes should be put into such a condition that it would be possible to use horses or deer on them. The important trunk lines are from :

- (1) Gambo to Wesleyville.
- (2) Lewisporte to Farewell Head.
- (3) Campbellton to Comfort Cove.
- (4) Boyds Cove to Dog Bay and Gander Bay.
- (5) Musgrave Harbor to Gander Bay.
- (6) Millertown Junction to Hall's Bay and Kings Point.
- (7) Deer Lake to Bonne Bay.
- (8) Englee to River Castro.

If Nos. 2 and 4 were completed we could abandon the old, long and risky route from Glenwood to Gander Bay.

Another section from Bonne Bay to Flowers Cove is greatly in need of bridges over the many streams and rivers which cross this longest mail route in the country.

An illustration of the improvement effected in mail conveyance is afforded by contrasting the average time from St. John's to Little Bay and Bonne Bay.

	To Little Bay.	To Bonne Bay.
1899	16 1-3 days	16½ days
1905	2 1-3 days	2½ days

GREAT BRITAIN AND EUROPEAN MAILS.—Mails from Great Britain and European countries for Newfoundland were received by three different routes the past year, namely: Per Allan and Furness Line Steamers direct, per Allan steamers via Rimouski and per *Virginian* via North Sydney.

A schedule of the time occupied by each route is as follows :

Date of Despatch from Liverpool.	Name of Steamer.	Route.	Time of Arrival at St. John's.
July 4 .....	Carthaginian .....	Direct .....	July 11 7 Days.
" 6 .....	Virginian .....	via North Sydney.. ..	" 15 9 "
" 11 .....	Sicily .....	Direct .....	" 23 12 "
" 13 .....	Tunisian .....	via Rimouski .....	" 24 11 "
" 17 .....	Laurentian .....	Direct .....	" 24 7 "
" 20 .....	Victorian .....	via Rimouski.. ..	" 31 11 "
" 25 .....	London City.....	Direct .....	Aug. 6 13 "
" 27 .....	Bavarian .....	via Rimouski.....	" 10 14 "
" 31 .....	Siberian .....	Direct .....	" 9 9 "
Aug. 3 .....	Virginian .....	via Rimouski .....	" 14 11 "
" 5 .....	Ulunda.....	Direct .....	" 19 14 "
" 10 .....	Tunisian .....	via Rimouski*.....	" 21 11 "
" 14 .....	Carthaginian .....	Direct .....	" 22 8 "
" 17 .....	Victorian.....	via Rimouski*.....	" 28 11 "
" 24 .....	Bavarian .....	via Rimouski .....	Sept. 4 11 "
" 28 .....	Siberian .....	Direct .....	" 4 7 "
" 31 .....	Virginian .....	via Rimouski .....	" 14 14 "
Sept. 7 .....	Tunisian .....	via Rimouski .....	" 18 11 "
" 11 .....	Siberian .....	Direct .....	" 20 9 "
" 14 .....	Parisian .....	via Rimouski .....	" 27 11 "
" 16 .....	Ulunda .....	Direct .....	" 28 14 "
" 21 .....	Bavarian .....	via Rimouski .....	Oct. 2 11 "
" 25 .....	Corean .....	Direct .....	" 3 8 "
" 28 .....	Virginian .....	via Rimouski .....	" 12 14 "

The average time of arrival per direct steamers was  $9\frac{1}{2}$  days, but the Allan Line steamers usually made the run in eight days; the longer voyages of the Furness Line steamers bring the average up to  $9\frac{1}{2}$  days.

The mails sent via North Sydney reached Port-aux-Basques in 8 days, and St. John's in 9, from Liverpool.

MISSING MAIL MATTER.—The record of missing mail matter shows that 31 letters containing money or value were reported to have been mailed and not to have reached the addresses. Considering the large number of letters handled and the many hands through which such letters pass, the record is considered to be a good one. Five registered letters were lost during the year, and one case of abstraction was reported.

Two of the registered letters were accidentally lost overboard by the boats crew of the S.S. *Clyde*; one other was burnt in a railway wreck and the remaining two could not be accounted for, and the offices at which trace ceased were held responsible for the amount of the contents.

Five cases of reported loss of unregistered letters or of the amount of their contents were taken up recently and investigated by the department with the following result. In these cases, as in numerous others, the post office was charged with the supposed loss before any enquiry had been made, and the responsibility of others which attaches to every letter that is posted was entirely ignored.

(1) A letter posted containing \$100 was said to have had only \$25 in it when opened by the addressees, but after an enquiry was started, the shortage, \$75, was found to have been duly received and credited to another person.

(2) A money order was presented and paid at the Money Order Office to a person who purported to be the son of the owner, the Postal Officials were charged with the theft and it was not until the arrest of an employee of the Municipal Council who was employed in the office to which the letter was addressed that confidence was restored.

(3) A letter from a business man in the city to a northern outport was received without the stated enclosure, \$5. On enquiry it was learned that the sender's clerk had omitted to place the money in the envelope.

(4) A letter containing a draft was reported not received and the post office was asked to find it. During the course of the enquiry it was ascertained that the draft had been duly received, but overlooked in the private desk of a member of the firm of the addressee.

(5) A registered letter from a Western Outport addressed to St. John's was received without either money or correspondence enclosed, nothing being found in the envelope but a blank sheet of note paper. Enquiry was made and the fact elicited that the wife of the sender of the letter had abstracted the money from the envelope before mailing same.

Instances of this sort are continually occurring; and, while it may be true that acts of dishonesty sometimes occur in the Postal Service, I am convinced that in the majority of cases where the letters or money disappear it is the result of carelessness or theft on the part of persons outside the post office, who seek to make it the scape goat of their wrong doing.

It must be evident that in all cases of enquiry in connection with the postal service that the utmost skill and ability is required, and this cannot be expected from any but a trained postal official.

TELEGRAPHS.—A review of the telegraph branch from 1st October, 1901, when the postal department received from the Reid Nfld. Co. a disjointed set of telegraph offices in seven different sections of the country, entirely separated from each other except by wires of a private company, is essential in order to appreciate the present prompt and cheap service now at the disposal of the public.

The total length of wire transferred on that occasion was 1,350 miles; this wire was not in good condition, and 491 miles of it was hung on poles owned by the Reid Nfld. Co.

The rate charged for messages was 50 cents for 10 words to all parts of the Colony outside the Peninsula of Avalon, where a 25 cent rate for 10 word messages was given.

The task of bringing this chaotic state of things into order was at once undertaken, and on the 14th February, 1902, authority was given to replace the old wire erected along the railway line from Whitbourne to Port-aux-Basques by a new wire, but this also had to be hung on the old railway poles.

From time to time the outlying sections were connected and new sections added, combining the whole into one compact system, and now only one of our offices, namely, Cape Race, is outside the system, but the necessary work to connect this office also is being undertaken.

Since the spring of 1902 three miles of cable were laid and 986 miles of entirely new land lines erected; 58 of which were double, from St. John's to Whitbourne. In addition to this 491 miles were strung on the railway line poles temporarily but afterwards transferred to our new poles on the other side of the track.

The total mileage of line is now 1,751 miles of country on which about 2,400 miles of wire are erected, against 1,350 miles of single wire with which we started.

Twelve lengths of cable are laid in connection with our telegraph lines, which measure a total of 14 miles of cable. These require the utmost care and attention, as chafing by the action of the sea at the point where the cable emerges from the sea is a constant danger.

On the 21st September, 1904, the Postal Telegraph Office, at St. John's, was opened, and the rate over all our lines was at once reduced from 50 cents to 20 cents for every office in the country, the general opinion at the time being that such a reduction must mean a heavy loss. However, even the most optimistic were astonished to find that instead of any reduction the revenue for 1904-5 showed an increase of 42½ per cent. over the previous year.

In order to secure a first-class foreign telegraphic service in connection with the local system, a submarine cable, 130 miles in length, was laid across the Gulf from Port-aux-Basques to Canso, Nova Scotia, connecting with the system of the Commercial Cable Company, which has in operation five Atlantic Cables, and is in connection with a number of other Telegraph and Cable Companies.

On Saturday, September 9th, 1905, the first message passed through, and the St. John's offices are now in direct and instantaneous communication with Canso, affording at once the fastest and most perfect foreign service.

The rates to the principal Provinces in Canada and to the United States are as follows: For messages of ten words, to Nova Scotia and New Brunswick, 85 cents; to Ontario, Prince Edward Island and Quebec, 90 cents; to the State of Maine, \$1; to the other New England States and to New York and Pennsylvania, \$1.10; to Chicago and the middle States, \$1.21; and to the more Southern and Western States, \$1.35 to \$1.60; to Great Britain, 25 cents per word.

MARCONI WIRELESS SERVICE ON LABRADOR.—The Government system of

wireless telegraphy is confined to the coast of Labrador. It consists of five stations, one at each of the following places: Battle Harbor, Venison Island, American Tickle, Domino and Indian Harbor, all of which were in operation the past season, from July 14th to October 29th, with the exception of Indian Harbor; it was found impossible to communicate between this station and Domino. Mr. Kift, the Marconi agent, who spent some time there, was unable to effect a remedy, and he advised the erection of an intermediate station, or the removal of the one at Indian Harbor further south.

The distances between the stations are as follows: From Battle Harbor to Venison Island, 42 miles; thence to American Tickle, 16 miles; thence to Domino, 15 miles; thence to Indian Harbor, 78 miles. The station at American Tickle was not in the original plan, but became necessary, as Domino and Venison Island failed to connect owing to the intervening land.

Except for its own local business Venison Island could be dispensed with, as American Tickle and Battle Harbor can communicate one with the other.

Not being complete the system has not yet been formally opened for business, but it was operated during the fishing season for the benefit of those engaged in that industry.

Messages for Newfoundland were sent by mail from Battle Harbor to Chatteau, and thence by wire via Quebec. The total number exchanged was 115.

The working of the system has not been satisfactory owing to defective instruments, and to the occasional interruption of the current for half an hour at a time, caused probably by adverse electric currents. It has been observed, however, that storms cause no disturbance, and foggy weather has been found to be the most favourable.

The service is of great value to the business of the fishery on the Labrador, and it will become more so when stations have been erected on the Newfoundland coast and connection thereby effected with the Government system of Postal Telegraphs.

I have the honor to be,

Your Excellency's most obedient servant,

H. J. B. WOODS, Postmaster-General.

General Post Office, St. John's, Nfld., March 12th, 1906.

*Dr. The Postmaster General of Newfoundland in account with the Local*

1904.		
July 1.—To Balance from 1903-4 .....		\$2,018.26
1905.		
June 30.—To Postage Stamps, Post Cards, Envelopes and Wrappers issued during the year.. .....	67,652.91	
To amount of Box Rents collected the year.....	968.75	
To postage on insufficiently paid matter.....	3,244.61	
To Poundage on Postal Orders.....	126.97	
To Commission on Money Orders.....	2,622.18	
		<u>\$76,633.68</u>
To amount received from Telegraphs.....		24,296.67
		<u>\$100,930.35</u>

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*Government, year ended 30th June, 1905.*

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Cr.

1905.

June 30.—By Discount allowed Postmasters and Stamp Vendors.....	\$2,798.28
By Stamps sent to Universal Postal Union and Official Postage..	20.00
By Amount of Postage on insufficiently paid dead matter returned .....	1,449.35
By Cash paid Exchequer—Postal Revenue.. .....	71,296.98
By Cash paid Exchequer—Telegraph Revenue .....	24,296.67
By Balance to 1905-6.....	1,059.07
	\$100,930.35

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1904-1905.

Statement of Money Orders Issued and Paid in Newfoundland, with Commission thereon,  
for year ended 30th June, 1905.

	No. Issued.	Amount.	Commission.	No. Paid.	Amount.
Total.....	23,558	\$366,333.83	2,840.79	22,098	\$387,742.52

Issued in Newfoundland.	No. of Orders.	Amount.	Payable in Newfoundland.	No. of Orders.	Amount.
Payable in—			Issued in—		
The Unit'd Kingd'm	3,127	\$49,721 74	The Unit'd Kingd'm	395	\$5,999 73
Dom. of Canada .....	5,733	69,951 85	Dom. of Canada .....	5,659	85,439 31
The United States.....	3,950	42,213 84	The United States.....	5,471	104,608 85
Newfoundland.....	10,748	204,446 40	Newfoundland.....	10,648	200,894 06
Total.....	23,558	\$366,333 83	Total.....	22,173	\$396,941 95

## Commission Account.

To proportion paid United Kingdom..	\$218.61	By Commission for Orders issued in Newfoundland.....	\$2,840.79
To amount paid Revenue Account per Accountant Postal Department ...	2,622.18		
Total.....	2,840.79		\$2,840.79

H. B. DRYER,  
Superintendent.

Postal Order Business for the year ended 30th June, 1905.

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.
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
1904-1905.....	3,689	10,278 50	982	1,562 29	126 97

Statement showing the business of the Parcel Post, General Post Office, for the year ended 30th June, 1905.

	Parcels Received.				Parcels Despatched.			
	From United Kingdom.	From United States.	From Dominion of Canada.	Totals.	To United Kingdom.	To United States.	To Dominion of Canada.	Totals.
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	12613	845	677	954	2476
1904-1905.....	4681	3313	4486	12480	1075	846	1141	3062

*Customs Duties Collected on Parcels.*

	From United Kingdom.	From United States.	From Dom. of Canada.	Letters Post Duty Received.	Total Amount of Duty R'ed	Increase over last Year.
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	2,706.18	668.64	12,979.03	1,491.01
1904-1905.....	8,038.41	2,966.60	2,921.03	755.81	14,681.85	1,702.82

Statement shewing the number of Registered Articles received during the year ending June 30th, 1905.

1904.	Mailed in St. John's by public.	Mailed by Department.	Passing through.	Delivered.	Total.
July .....	1169	1638	809	5266	8882
August .....	1261	1105	932	5341	8639
September .....	1368	833	751	5360	8312
October .....	1449	1778	822	5717	9166
November .....	1186	726	930	6030	8867
December.....	1556	1024	1118	7260	19958
1905.					
January.....	1223	1046	1301	6045	9615
February.....	706	418	879	2834	4837
March .....	864	559	1293	3492	6208
April .....	876	1145	1377	4689	8087
May.....	1150	1048	700	5260	8158
June.....	997	759	610	5452	7818
Total .....	13,805	11,474	* 11,522	62,746	99,547

Total number of registered Articles handled during the year ..... 99,547  
Average number handled per month..... 8,295

E. DEVEREUX,  
Superintendent.

General Post Office, St. John's, Nfld., January 30th, 1906.

*Dead Letter Office Report.*

Statement showing the separate and total number of letters and parcels received and dealt with, and specifying value of contents of registered and property letters received and recorded during the fiscal year ending 30th day of June, 1905.

Letters, etc., of Newfoundland origin Received From.	Letters.	Registers.	Book Post	Post Cards	Total
London.....	410	6	16	58	490
Washington .....	1722	31	39	.....	1792
Ottawa .....	2268	14	39	38	2359
Bermuda .....	11	1	.....	.....	12
Barbados .....	4	.....	.....	.....	4
Havana.....	2	.....	.....	.....	2
Local.....	1710	.....	.....	.....	1710
	6127	52	94	96	6369
D. L. O. Letters returned.....	.....	.....	.....	.....	785
Total number of letters and postcards of foreign origin received from New- foundland offices.....	.....	.....	.....	.....	14877
Total number of letters received...	.....	.....	.....	.....	22031

*Property and Registered Letters.*

Four hundred and fifty-nine letters containing drafts, notes, cheques and coin to the value of \$1,148.63, and excepting four, containing a total of \$1.35, were recorded and returned to their owners.

*Parcels.*

Two hundred and sixty-eight "derelict" parcels are recorded, received from various sources; and excepting ten have been forwarded or returned to their owners, sometimes by very uncertain means of identification.

HOW DISPOSED OF.

Letters returned to writers.							
Opened.	Address unopened.	Unreturnable.	Registered	Property.	Post Cards.	Pook Post.	Total.
230	73	103	6	10	17-35	10-6	490
1079	155	425	27	66	- 3	19-18	1792
1516	72	660	12	22	24-15	18-20	359
9	.....	1	2	.....	.....	.....	12
3	1	.....	.....	.....	.....	.....	4
1	1	.....	.....	.....	.....	.....	2
1044	156	510	.....	.....	.....	.....	1710
3882	458	1699	47	98	41-53	47-44	6369

D. L. O. Letters returned..... 785

Returned To	Letters.	Post Cards.	Total.
London .....	841	80	921
Washington.....	8362	1826	10188
Ottawa .....	1201	2567	3768
	10504	4473	14877

Total number of letters accounted ..... 22031

*Book Post, Papers and Circulars.*

The very few articles of value found amongst these are recorded; matter which can be identified by any means is forwarded to its owner; reading matter is separated from the rubbish and distributed to the various charitable institutions; and publishers are notified of the non-delivery of their papers.

NEWFOUNDLAND.

ST. JOHN'S,  
To Wit :

I, Hector McNeil, of St. John's, Auditor of the Reid-Newfoundland Company, make oath and say that the several matters and things contained in the statement hereto attached, marked Shedule " E," numbers 1, 2 and 3, are correct and true to the best of my knowledge and belief.

(Signed) HECTOR McNEIL.

Sworn at St. John's, this 22nd day of March, A.D., 1906,

Before me,

(Signed) J. J. FLANNERY,  
*Justice of the Peace.*

**REID-NEWFOUNDLAND COMPANY.**

ST. JOHN'S, NEWFOUNDLAND, March 16th, 1906.

RT. HON. SIR ROBERT BOND, P.C., K.C.M.G.,  
*Premier and Colonial Secretary.*

SIR,—

We furnish the following information in accordance with Schedule " E" in Contract of 1901.

No. 1.—For period between June 30th, 1904, and June 30th, 1905.

**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 a period between June 30th, 1904, and June 30th, 1905.

**BONDS, &c., NEGOTIATED.**

Amounts.	Rate of Interest.	Date.	Price.
Nil.	Nil.	Nil.	Nil.

No. 3.—For a period between June 30th, 1904, and June 30th, 1905.

SALE OF LAND BY THE CONTRACTOR.

Acres sold.	Price.	Amount.
3,904	.....	.....

I have the honour to be,  
Sir,  
Your obedient servant,

(Sgd.) H. D. REID,  
*Assistant General Manager.*

NEWFOUNDLAND.

St. John's, }  
To Wit. }

I, Hector McNeil, of St. John's, Auditor of the Reid-Newfoundland Company, make oath and say that the several matters and things contained in the statement hereto attached, marked Schedule "E," numbers 4, 6, 8, 9, 11A, 11B, 11C, 11D, and 12 are correct and true to the best of my knowledge and belief.

(Sgd.) HECTOR McNEIL.

Sworn at St. John's, this 8th day of March, A.D., 1906,

Before me,

(Sgd) J. J. FLANNERY.  
*Justice of the Peace.*

RT. HON. SIR ROBERT BOND, P.C., K.C.M.G.,  
*Premier and Colonial Secretary.*

SIR,—

We furnish the following information in accordance with Schedule "E" in Contract of 1901.

No. 4.—For period between June 30th, 1904, and June 30th, 1905.

FLOATING DEBT.

Amount.	Rate of Interest.	Remarks.
\$697,619.00	6 per cent.	... ..

## SCHEDULE E.

No. 4.—July 1st, 1904, to June 30th, 1905.

I Ed. VII. Return made under Sec. 25, Nfld. Railway (Amd't) Act, Cap. 6.

1.—Miles run by passenger trains .....	191,903
2.—Miles run by freight trains.....	47,280
3.—Miles run by mixed trains .....	232,979
4.—Total miles run by trains .....	472,162
5.—Total miles run by engines .....	538,436
6.—Number of passengers .....	149,718
7.—Total number of tons of freight .....	84,195
8.—Average speed of passenger trains .....	18 miles per hour
8.—Average speed of freight trains.....	12 miles per hour

No. 5.—CHARACTERISTICS OF ROAD.

Length of main line, St. John's to Port-aux-Basques .....	545.65
Length of branch line, Brigus Junction to Carbonear . . . . .	38.42
Length of branch line, Whitbourne to Tilton .....	21.61
Length of branch line, Placentia Junction to Placentia.....	20.00
Length of branch line, Notre Dame Junction to Lewisporte. ....	9.34
	635.02
Total mileage worked .....	635.02
Length of road laid with steel rails.....	635.02
Length of sidings.....	23 miles
Weight of rail, per yard, main line—steel rails .....	50 lbs.
Weight of rail, per yard, branches .....	35 lbs.
Number of engine houses and shops.....	12
Number of engines owned by Contractor.....	23
Number of first class passenger cars owned by Contractor .....	17
Number of second class and emigrant cars owned by Contractor.. .	14
Number of baggage, mail and express cars owned by Contractor.....	5
Number of cattle and box freight cars owned by Contractor .....	64
Number of platform cars owned by Contractor.....	241
Number of coal cars owned by Contractor.....	21
Nature of fastening to secure joints of rail, 2 fish plates and 4 bolts	
Number of level road crossings without watchmen .....	
Number of overhead bridges .....	1
Height of overhead bridges over rail level .....	18 ft.
Number of junctions with branch lines.....	7
Radius of sharpest curve .....	409 ft.
Number of feet per mile of heaviest gradient ..	132 ft.



No. 6.—For period between June 30th, 1904, and June 30th, 1905.

COST OF RAILWAY AND ROLLING STOCK.

Cost of grading, masonry, building stations, etc.....	\$142,041.62
Cost of rolling stock of all kinds, including workshops .....	29,244.94
	<u>\$172,186.56</u>

No. 8.—For period between June 30th, 1904, and June 30th, 1905.

DESCRIPTION OF FREIGHT.

1. Flour—barrels.....	12,652,070 lbs.
1. Live stock .....	1,351,085 “
3. Lumber .....	75,097,415 “
4. Fish .....	4,574,432 “
5. Manufactured goods ...	4,239,100 “
6. Other articles .....	90,681,896 “
	<u>188,596,899 lbs.</u>

No. 9.—For period between June 30th, 1904, and June 30th, 1905.

EARNINGS.

1. Passenger traffic :.....	\$198,062.23
2. Freight / .....	149,640.63
3. Mails.....	42,103.25
4. Other sources.....	.....
	<u>\$389,806.11</u>

No. 11A.—For a period between June 30th, 1904, and June 30th, 1905.

OPERATING EXPENSES : MAINTENANCE OF LINE, BUILDINGS, Etc.

1. Wages .....	\$77,117.75
2. Cost of rails and fastenings .....	21.46
3. Ballasting .....	13,036.18
4. Repairs to bridges, &c .....	2,431.16
5. Repairs to and renewal of buildings.....	1,775.08
6. Repairs to fences.....	1,176.77
7. Clearing snow .....	21,326.18
8. Engineering superintendence.....	1,782.44
Repairs to wharves .....	1,361.37
Repairs to telegraphs .....	580.75
Renewal of ties .....	18,658.50
	<u>\$139,257.64</u>

No. 11B.—For a period between June 30th, 1904, and June 30th, 1905.

OPERATING EXPENSES : WORKING AND REPAIRS OF ENGINES.

1. Wages .....	\$29,834.54
2. Cost of Fuel .....	74,169.13
3. Repairs to Engines and Tenders.....	22,129.05
4. Oil, Tallow and Waste .....	1,382.16
5. Pumping Engines .....	
6. Repairs Tools and Machinery.. ..	2,667.94
Superintendence.....	2,632.75
	<u>\$132,805.57</u>

No. 11C.—For period between June 30th, 1904, and June 30th, 1905.

OPERATING EXPENSES : REPAIRS OF CARS.

1. Wages and material for repairs of passenger cars .....	\$14,979.13
2. Wages and material for repairs of freight cars .....	8,152.54
3. Superintendence .. ..	1,942.35
	<u>\$25,074.02</u>

No. 11D.—For a period between June 30th, 1904, and June 30th, 1905.

OPERATING EXPENSES : GENERAL.

1. Office expenses, management, etc .....	\$92,418.60
2. Station agents, etc .....	36,673.92
3. Conductors, etc .....	20,563.91
4. Compensation for injuries .....	2,567.40
5. Loss and damage to freight .....	2,995.36
6. Cattle killed .....	998.60
7. Ferries, etc.....	
8. Foreign Agencies .. ..	
9. Station supplies, fuel and light .....	11,257.98
10. Other charges .. ..	2,737.65
Advertising .. ..	9,258.92
Train supplies and expenses .. ..	10,996.65
Telegraph expenses .....	15,728.48
Wrecking.....	2,031.58
Stationery and printing.....	4,106.38
	<u>\$212,335.43</u>

No 12. For a period between June 30th, 1904, and June 30th, 1905.

SUMMARY OF OPERATING EXPENSES.

A . . . . .	\$139,257.64
B . . . . .	132,805.57
C . . . . .	25,074.02
D . . . . .	212,335.43
	\$509,472.66

NEWFOUNDLAND,  
 ST. JOHN'S.  
 [S.S.]

I, Albert Pretty, of St. John's, Chief Despatcher of the Reid-Newfoundland Company, make oath and say that the matter contained in the paper writing hereto annexed is correct and true to the best of my knowledge and belief.

(Signed) ALBERT PRETTY.

Sworn at St. John's, this 28th  
 day of March, A.D., 1906.

Before me,  
 (Signed), J. J. FLANNERY,  
 Justice of the Peace.

January 1st to December 31st, 1905.

1 Ed. VII. Nfld. Railway (Amd't) Act, Cap. 6.

No. 13.—ACCIDENTS.

Cause of Accident.	Passengers.		Employees.		Others.		Others.	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Fell from cars or engines.....		1	1	1				
Jumping off when in motion.....		1						
Walking or being on track.....								
Putting arms or heads out of windows. Coupling cars .....				7				
Collisions .....			1					
Explosions.....								
Striking bridges.....								
Total .....		2	2	8				

1 Ed. VII. Nfld. Railway (Adm't) Act, Cap. 6.  
1st January to 31st December, 1905.

Date.	Name and Place.	Nature and Cause of Accident.
March 10.	John Withycombe, Avondale.	Caught underneath engine 61, which was overturned by collision with runaway cars, and died from effect of injuries.
“ 27.	James Mitcham, Carbonear.	One finger crushed while coupling cars, No. 4 train.
May 25.	Leonard Wight, Port-aux-Basques.	Got caught between two passenger cars while attempting to make coupling; collar bone injured.
“ 29.	Joseph Grace, Maccle's Siding.	Fell off No. 1 train while in motion; badly cut about head. Man subject to falling sickness.
Aug. 18.	J. Grant, Placentia Junction.	Got thumb hurt coupling cars on ballast train.
Oct. 14.	Michael Byrne, Little Harbor.	Had both legs badly bruised; cut over left eye while in charge of engine 101, which ran off track.
“ 28.	James Brien, Fox-Trap.	Jumped from train while in motion; man under influence of liquor. No injuries sustained.
Nov. 25.	Jonathan Hutchings, Brigus Junction.	Hit on the head by a coupling pin which flew out of draw bar while coupling; head cut.
“ 25.	Roy Hussey, Glenwood.	Right hand crushed between draw bars while coupling cars.
Dec. 1.	Fred Freeman, Norris Arm.	One finger squeezed while coupling cars.
“ 7.	Alfred Nebucett, South Branch.	Left hand badly crushed between draw bars while coupling cars; had three fingers amputated.
“ 7.	Bernard Dunphy, Placentia.	Fell while attempting to board cars while in motion going down to wharf; cars passing over parts of body; died from injuries.

January 1st to June 30th, 1905.

1 Ed. VII. Nfld. Railway (Amd't) Act, Cap. 6.

January 2nd.—No. 1 train, rear truck sleeping car, Trinity, off track at reverse curve, Cook's Brook ; broke steps and brake gear. About 8.20 p.m. Leading truck, baggage car 502, same train, off track three quarters of a mile west of Crabbs ; air-pipe broken. About 2 a.m., 3rd. Cause not ascertained.

January 5th.—Temporary trestle over Flat Bay Brook carried away by ice. 12.20 p.m.

January 8th.—Down freight special, engines 101 and 151, all wheels derailed at 316th mile ; no damage to engine or track. Caused by ice. About 9.40 a.m.

January 15th.—Down freight special. Plow 800 derailed at Main River cut ; broke draw bar of plow and bent nose plate. About midnight.

January 18th.—Loaded box car 1004, on No. 6, broke draw-head timbers one mile east of Black Duck, striking car on main line while backing up ; account of storm could not see car.

January 23rd.—Engine 62, on No. 8, one pony wheel and leading driver off track, three telegraph poles west of Seal Cove bridge ; couple fish-plates broken ; track spread. About 8.35 p.m.

January 31st.—Three loaded cars and trail driving wheels of engine 61, No. 15 train, derailed two miles east of Broad Cove ; nine rails turned over on lower side of curve ; no other damage. Caused by broken fish-plate. 9.00 p.m.

February 4th.—Plow 805, on No. 1, derailed about 30 feet east of Main River bridge and ran half way across bridge, damaging guard rails and steel work on one side of bridge ; toe plate and shoes of plow also damaged. Cause not ascertained. 7.45 p.m.

February 4th.—Baggage car, second class, diner and sleeper car on No. 2 train, all derailed at top of Bank Head grade ; baggage car, No. 502, and second class, 213, caught fire and were completely destroyed ; all cars tipped over on their side. Practically no damage done to track. Cause supposed to have been rough track. About 4.30 a.m.

February 6th.—Plow 807, on No. 1 train, off track clear of main line approaching siding, Rantem ; no damage done to track, only slight damage to plow ; no apparent cause. About 11 p.m.

February 10th.—Rotary plow derailed five miles west of Birchy Cove, and dropped to bottom of dump about 40 feet high ; front part of engine 151 also derailed. Track damaged about two rail lengths ; plow not much damaged. Cause not ascertained. About 2.30 p.m.

February 14th.—Plow 807 derailed at Rocky River, No 8 train ; brasses and wedges broken in front truck. Caused by ice.

February 17th.—Plow 807, on plow special, derailed just west of 9 mile cut, Placentia Branch ; nose of plow damaged, pilot, draw bar and some of air brake fittings on engine 106 also damaged. Caused by hard snow and ice. About noon.

February 20th.—Plow 803, and engines 107 and 108, derailed west end yard limit, Clarenville, on snow-bound train returning east ; no damage to plow ; pilot engine 108 broken ; engine 107 considerably damaged. Caused by ice. 9.15 p.m.

February 23rd.—Plow 803 and engine 108 derailed in rock cut, three quarters of a mile east of Clarenville ; broke front draw-bar and frame castings of engine. Cause : ice. About 11 a.m.

February 27th.—Engine 62, on No. 4, two driving wheels and pony wheels derailed at switch, Bay Roberts siding ; guard rail turned over. About 5.15 p.m.

March 4th.—Plow 806, on plow special, derailed and turned over on its side, half mile east of Dennis Pond ; draw-bar timbers broken. Caused by ice.

March 8th.—Second class car, 208, caught fire and completely destroyed while standing on Bay Roberts siding. 10 p.m.

March 10th.—First class car, No. 6, second class, 214 and 4, three loaded box cars on up front ; special ran back from Cat Hill grade, about 3 miles west of Avondal station, and ran into No. 7 train standing on main line at station. Engine 61, on No. 7, turned over on her side and was considerably damaged. Fireman J. Withycombe was caught underneath the engine, and died from effects of injuries. First class, 6, completely demolished ; second class, 214, and box car, 1040, partly broken up. Caused by brakes failing to hold cars on grade after engine had been cut off to run ahead for water. 1.00 p.m.

March 17th.—Just west of Notre Dame Junction, on Burnt Bay Branch, engine 150 backed into engine 21, while snow fighting, damaging pilot plow of engine 21, breaking platform and centre casting of passenger car 211, and fittings on back of tender engine 150. Caused by some trouble with throttle which could not be closed in time.

April 10th.—All wheels of diner No. 1, and front truck of sleeper Bonavista, derailed 200 yards west of yard limit, Brigus Junction, on No. 2 train ; front truck of diner and 60 feet of track damaged. Caused by soft track. 7.40 p.m.

April 13th.—First class 14 and No. 3 train derailed 1 mile east of Carbonear ; slight damage to car ; 50 ties damaged. Caused by rough road. 3.20 p.m.

April 19th.—Engine 42, on tie special, derailed 3 miles west of Placentia Junction, on branch, all wheels off except front truck of tender and driving wheels on right side ; tender of engine slightly damaged ; track damaged four rail lengths. Caused by track spreading.

April 19th.—Second class 212, on No. 1, front truck derailed 10 telegraph poles east of 230th mile; no damage to car; 15 ties destroyed. No apparent cause. 7.30 a.m.

April 21st.—Sleeper Bonavista and box car 1102, on No. 1 train, derailed 9 telegraph poles west of Rattling Brook, Norris Arm; track torn up 8 rail lengths; slight damage to brake gear of sleeper. No apparent cause. About 1.00 p.m.

April 28th.—Colonist 303, on No. 2, trail truck derailed, one telegraph pole east of Grand River water shute; 20 ties damaged. Caused by rough track. 9 p.m.

May 23rd.—Engine 40, on tie train, struck a cow one mile east of Cook's Brook, derailed engine, tender and two flats. Slight damage to engine and track.

June 4th.—Three loaded box cars and two loaded flats on up special derailed about two and a half miles east of Arnold's Cove; two box cars turned over on their side; track torn up 7 rail lengths; no apparent cause. Track soft. About 12.05 a.m.

June 9th.—Second class car 205, on No. 15 train, derailed about one mile east of Tilton; trucks badly damaged. Caused by broken rail. About 9.30 p.m.

June 30th.—Engine 101, on No. 2, train tender truck derailed about one mile east of Doyle's; no damage done. Cause unknown. 9.00 a.m.

July 1st to Dec. 31st, 1905.

1. Ed. VII. Return made under Sec. 25, Nfld. Railway (Amd't) Act, Cap. 6.

August 12th.—Brakesman A. Lewis, twisted ankle jumping off flat car at West Brook; laid up 2 weeks.

August 18th.—J. Grant, braking on ballast train, got thumb hurt while coupling cars at Placentia Junction; came to St. John's for treatment.

August 26th.—Brakesman J. Penny, while shunting at Lewisporte, struck by lath projecting over side of car; laid up 2 days.

October 14th.—Engineer M. Byrne, both legs badly bruised, and cut over left eye, in accident at Little Harbor siding, when engine left track and fell over on a flat car standing on sidings; laid up 2 weeks.

October 24.—John Penny, laborer, slightly hurt while working at coal steamer, at Clarendville; passed home to Avondale.

October 24th.—R. Mugford, brakesman, on special train on way to Clarendville, stumbled into an empty coal car while going over train; bruised one arm; returned St. John's for treatment; laid up one week.

October. 28th. James Brien, passenger on train No. 8, standing on platform of passenger car, near Fox Trap, lost his hat and jumped off train after it; train stopped and picked him up; man uninjured, very much under the influence of liquor.

November 17.—Man named Maher, working at coal steamer, Bay of Islands, fell into engine pit, round-house. Attended to by doctor, not seriously hurt; passed home to Placentia.

November 25th.—Brakesman J. Hutchings, while coupling cars at Brigus Junction, was hit on the head by pin flying out of draw-bar some 10 feet in the air and coming down on Hutchings' head; laid up a few days.

November 25th.—R. Hussey, brakesman, while coupling cars at Glenwood, got his right hand crushed between draw-bars; no bones broken; laid up one month.

December 1st.—Brakesman F. Freeman, while coupling cars at Norris Arm, got one finger squeezed between couplings; laid up about 2 weeks.

December 7th.—Brakesman A. Nebucett, while coupling cars at South Branch, got his left hand caught between couplings, mutilated 3 fingers, which had to be amputated.

December 7th.—Bernard Dunphy, a boy employed as nipper, while unloading coal steamer at Placentia, attempted to board train on way down to wharf, missed his hold and fell underneath one of the cars, receiving fatal injuries and died about 3 hours later.

December 10th.—Samuel Cole, working at coal steamer, Lewisporte, attempted to go down the hold of steamer on winch whip, which was not fastened to drum, and fell, striking a coal tub in bottom of ship. Couple of ribs broken; passed home to Avondale.

July 1st.—Engine 104 on No. 6, tire became loose at South Brook, when returning to Bay of Islands, engine and tender derailed quarter mile east of Steady Brook Bridge; no damage done to engine. Track torn up 7 or 8 rail lengths. 12.30 p.m.

July 10th.—Engine 103, on No 1, broke back truck on right side of tender, at Harry's Brook; had to return to Bay of Islands for repairs. 4.20 p.m.

July 17th.—Loaded flat cars 1203, 1207, 1213, 1237, 1351, derailed just west of 161st mile post. Track torn up 7 rail lengths; no apparent cause. Car 1203 on its side, had to be unloaded; remainder upright. 5.30 p.m.

July 23.—Engine 102, on No. 2, ran into sun-kink, about half mile east of Cooks Brook; all driving wheels off, fish-plates torn from track for 12 rail lengths. 1.40 p.m.



August 6.—Engine 102, on No. 2, ran into sun-kink, east end of Barchoise Bridge, about one and a half miles east of St. Georges. Engine and baggage car 505 turned on their side over the dump, second class, 211, almost on her side, other cars alright. Cab of engine broken up; cars not much damaged. 1.20 p.m.

August 22nd.—Engine 109, on No. 6, rear tender truck derailed 300 yards east of 383rd mile; truck badly twisted, 200 ties required to repair track. Unable to ascertain cause. 12.45 p.m.

September 6th.—Engine 100, on No. 2, broke frame of tender truck 4 miles east of Port aux Basques. Track badly damaged, caused by a bad place in track. No other damage done. 12.30 p.m.

October 8th.—Light engine 151: engine and tender off track, all except pony wheels, 10 telegraph poles east of old quarry, Benton. Track damaged five rail lengths, slight damage to engine; cause supposed to have been a spread in track. 10.45 p.m.

October 14th.—Lewisporte yard: Cleaner undertook to move engine 21, and ran into some coal cars, damaging truck of one coal car, and breaking extension floor and blow-down pipe of engine. 8.00 p.m.

October 15th.—Engine 102, on No. 5, and two empty boxes, 2 loaded flats derailed at Little Harbor siding. Engine turned over on to an empty flat standing on siding. Track torn up 6 rail lengths; right side of engine stripped; engine and cars taken to Bay of Islands on their own wheels. Caused by engine mounting points east end of siding. 12.05 a.m.

October 16th.—Engine 106, on down passenger special, pony wheels off track at Brien's Pond, east of Brigus Junction, caused by striking a cow. No damage. 4.05 p.m.

October 20th.—Engine 100, on No. 1, left side of cab stripped, and side of baggage car, 505, scraped by running into caboose, 10029, which was blown foul of main line, Gaff Topsail siding. 12.10 p.m.

October 25th.—Baggage car 501 and box car 507 derailed on curve west end Holyrood station, on No. 7. Train delayed one hour and thirty minutes. Cause, track spreading on curve. 10.55 a.m.

October 27th.—Six loaded box cars, caboose, 700, passenger car 408, on down freight special, derailed at 171½ mile post. Three box cars, Nos. 1026, 1106, 1108, turned over on side and had to be unloaded, other cars upright. Track torn up 18 rail lengths; three box cars considerably damaged. Cause supposed to have been truck of box car 1068, breaking down. 1.15 p.m.

November 14th.—Engine 103 and seven loaded box cars dropped down between the rails, about four miles west of Cook's Brook. Down freight special. Cause, spread in track. Very little damage to track; no damage to cars. 1.00 p.m.

December 2nd.—No. 5 train shunting at Norris Arm ; 2 loaded flats and passenger car left standing on main line opposite station started and gained slight headway, running into remainder of train at west main line switch, slightly damaging two flat cars and shifting load on two others ; train delayed 6 hours, 30 mins. 9.30 p.m.

December 23rd.—Passenger car 408 and two empty flats on up freight special derailed at west switch, Whitbourne "Y"; cars turned across track ; slight damage to cars, no damage to track. Cause, switch rod breaking. 9.55 p.m.

December 31st.—Engine 105, on up freight special, broke tire of main driving wheel on left side of LaManche siding. No other damage. 11.20 p.m.

NEWFOUNDLAND.

ST. JOHN'S,  
[S.S.]

I, Albert Pretty, of St. John's, Chief Despatcher of the Reid-Newfoundland Company, make oath and say that the matter contained in the paper writing hereto annexed is correct and true to the best of my knowledge and belief.

(Sgd.) ALBERT PRETTY.

Sworn at St. John's, this 8th  
day of March, A.D., 1906.

Before me,  
(Sgd.) J. J. FLANNERY,  
Justice of the Peace.





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## DESPATCHES.

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## DESPATCHES.

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### DESPATCHES.

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DOWNING STREET,  
12th April, 1905.

Newfoundland.

No. 26.

Sir,

As I had the honour to inform you in my telegram of the 9th inst. the members of the Newfoundland branch of the Royal Naval Reserve left Liverpool for St. John's on the 7th instant.

2. They landed at Spithead on the 5th instant, and it had been hoped that they would have been able to make a longer stay, in order that they might have seen more of this country before returning to Newfoundland. But although they were informed of the purport of your telegrams of 30th March and 2nd April, they expressed a desire to return home as soon as possible; and arrangements were made accordingly.

3. The men visited London on their way from Portsmouth to Liverpool, on the 6th instant, when they were received by Lord Tweedmouth and myself. I was much pleased by their smart appearance and good physique. They were entertained at lunch and dinner as the guests of the Colonial Office. The Navy League very kindly made arrangements for their amusement during the remainder of the day.

4. An extract from the *Times* of the 7th inst. giving an account of the men's visit to London, is enclosed.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) ELGIN.

Governor

Sir William MacGregor, K.C.M.G., C.B.

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#### VISIT OF NEWFOUNDLAND NAVAL RESERVE MEN.

[ENCLOSURE.]

The 120 Newfoundland Naval Reserve men who had disembarked from the cruisers *Scylla*, *Latona*, and *Sappho* at Spithead, on Thursday, arrived in London yesterday morning for a day's sight-seeing, on their way to Liverpool. The opportunity was all the more appreciated, because not only had the men never been in London before, but a great many had never been in a railway train until yesterday. They arrived at London Bridge Station shortly before eleven o'clock, under the command of Lieutenant Alan Dixon, and were met on the platform by Lieutenant J. H. Trye, representing the Admiralty, and Commander W. Caius Crutchly, representing the Navy League, the committee of which arranged the day's programme and bore the greater part of the expense involved. When drawn up on the platform after detraining, the men presented a striking contrast to the Japanese seamen who were lately in London, but as regards height there was not much to choose between the two bodies of men. The Newfoundland men, however, though on the average of short stature, were finely built men with good deep chests, and appeared to be excellent material for the required purpose. They left the station in brakes without attracting much attention, for there was only a small crowd to see the arrival, and that was composed chiefly of passengers waiting in the station for their trains. On their way to the Tower, which they visited first, they were occasionally cheered, and appeared to be delighted with the attention which was paid to them; and they expressed themselves as particularly grateful to the Navy League for the

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trouble taken to entertain them in London. The visit to the Tower was short, as the men were due to be at the Colonial Office in the course of the morning, and as time was short the morning visit to St. Paul's which had originally been planned, was abandoned. The drive through London was full of interest, and the presence of some of Cook's guides made it also intelligible. The route chosen was by Eastcheap, Cornhill, Cheapside, the Embankment, and Trafalgar Square to the Colonial Office, which was reached rather later than was intended, owing to an accident to one of the brakes. Their entry to, as well as their departure from, the Colonial Office was marked with enthusiastic cheering, for by that time the public seemed fully aware who were the sailors driving about London. At the Colonial Office the men were received by Lord Tweedmouth, who addressed them on behalf of the Admiralty, and by Lord Elgin, Mr. Churchill, and Sir Montague Ommanney. Lord Tweedmouth, in welcoming the men, said :—

“ We recognize the good work you have done and are doing for the Navy. We want you  
“ to understand that we desire that the British Navy should be considered, not as the posses-  
“ sion of these islands alone, but as that of the whole Empire. We are therefore glad to wel-  
“ come 120 men from Newfoundland here to-day, and we are sorry that you have so short a  
“ time to spend with us. In conclusion, Lord Tweedmouth expressed the hope that the men  
“ would enjoy their stay and get safely back to their homes, with the assurance that their  
“ efforts were appreciated and their work valued by the whole nation.”

After being dismissed, the men drove to the Popular Cafe in Piccadilly, where they lunched, and afterwards visited Westminster Abbey, Westminster Hall, St. Paul's and the Zoological Gardens. In the evening they dined at the same cafe and went to the Alhambra, on the invitation of the manager of that theatre, and left at midnight for Liverpool, whence they start home to-day by mail steamer.





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