

JOURNAL
OF THE
HOUSE OF ASSEMBLY
OF NEWFOUNDLAND,

In the Third Session of the Twentieth General
Assembly.



Holden at St. John's, in the Seventh Year of the reign
of His Majesty, King Edward VII., A.D. 1907.

Appended to which are the Sessional Papers.

ST. JOHN'S, NEWFOUNDLAND

Printed at *The Evening Telegram* Office.

1907.



PROCLAMATION.

W. H. HORWOOD,
Deputy Governor,
[L. S.]

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

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

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

Given under my Hand and Seal, at the Government House, Saint John's,
this 17th day of July, A.D., 1906.

By His Honour's Command.

R. BOND.

Colonial Secretary.



PROCLAMATION.

W.M. MACGREGOR,
Governor,
[L. S.]

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

WHEREAS the General Assembly stands prorogued until Thursday, the thirtieth day of August instant; and whereas I think fit to further prorogue the said General Assembly until Thursday, the eleventh day of October next;

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the eleventh day of October 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 28th day of August, A. D., 1906.

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 Saint Michael and Saint George, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief, in and over the Island of Newfoundland and its Dependencies.

WHEREAS the General Assembly stands prorogued until Thursday, the eleventh day of October instant; and whereas I think fit to further prorogue the said General Assembly until Thursday, the twenty-second day of November next;

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the twenty-second 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 9th day of October, A.D., 1906.

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 Saint Michael and Saint George, Companion of the Most Honourable Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

WHEREAS the General Assembly stands prorogued until Thursday, the twenty-second day of November instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday, the third day of January next ;

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the third day of January 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 15th day of November, A.D., 1906.

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 Saint Michael and Saint George, Companion
of the Most Honourable Order of the Bath, Governor
and Commander-in-Chief, in and over the Island of
Newfoundland and its Dependencies.*

WHEREAS the General Assembly stands prorogued until Thursday, the third day of January instant; and whercas I think fit to further prorogue the said General Assembly until Thursday, the twenty-fourth day of January instant;

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the twenty-fourth day of January instant, 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 2nd day of January, A. D., 1907.

By His Excellency's Command,

R. BOND,
Colonial Secretary.



PROCLAMATION,

W.M. MACGREGOR,
Governor,
[L. S.]

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

WHEREAS the General Assembly stands prorogued until Thursday, the twenty-fourth day of January instant ; and whereas I think fit to further prorogue the said General Assembly until Thursday, the Seventh day of February next ;

I do, therefore, by this my Proclamation, further prorogue the said General Assembly until Thursday, the Seventh day of February 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 23rd day of January, A. D., 1907.

By His Excellency's Command,

R. BOND.

Colonial Secretary.

PROCEEDINGS
OF THE
General Assembly
Newfoundland

JOURNAL.

JOURNAL^{AND} PROCEEDINGS

OF THE

THIRD SESSION

OF THE

Twentieth General Assembly of Newfoundland.

THURSDAY, February 7th, 1907.

Mr. President and Honourable Gentlemen of the Legislative Council :

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

I desire to extend to you most cordial greetings on the occasion of your assembling for the despatch of your important duties, and I am pleased to be able to avail myself of your assistance in the exercise of these high responsibilities assigned to us by the Constitution.

It is exceedingly gratifying to me to feel warranted in congratulating you on the large measure of prosperity that has rewarded the industry of our people during the year that has passed. The retrospect of the leading industries of the island is eminently satisfactory, and the high price obtained for our staple exports affords reasonable expectation of still greater expansion of trade and commerce.

It affords me pleasure to observe that the pulp and paper industry that you succeeded in enterprising, by a wise and liberal policy, is making commendable progress. It is quite evident from the manner in which the proprietors of that industry at Grand Falls have set about their business, that it will be operated not only on a very extensive scale, but with a view to the continuance of the industry. You will be pleased to learn that my Ministers have been in negotiation with English capitalists for the establishment of another branch of this industry at Bishop's Falls, on the Exploits River, and that operations will be commenced at that point with the opening of the spring. Expert examination of the forest lands of the Colony has demonstrated that our pulp wood areas rank amongst the best in the world. If, therefore, care is taken to prevent forest fires and the indiscriminate cutting of small timber, we may confidently look forward to a permanent addition to the revenues of the Colony from this source.

My Ministers are giving their attention to the matter of agricultural settlement in the vicinity of the townships that are being laid out at Grand Falls and Bishop's Falls, and liberal inducements will be extended to practical farmers to settle upon these lands. Special care will be taken in the selection of such farmers, as my Ministers fully appreciate that the promotion of agricultural development in this Colony can be best secured by the object lesson furnished by a practical and thrifty husbandry.

You will be glad to learn that my Ministers have made arrangements for testing the possibilities of drift-net fishing off the coast of this Island; for the curing of herring according to the Scotch method, and for marketing the same to the best advantage. This work will be entered upon in May next, and I hope will result in the permanent establishment of a new branch of our fisheries.

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

The financial result of the fiscal year ended 30th of June, 1906, fully justified the anticipations of my Government. The accounts to be furnished you will show a surplus of revenue and expenditure.

The Estimates for the coming year will be laid before you at an early date, and I confidently rely upon your making all due provision for the public service.

Mr. President and Honourable Gentlemen of the Legislative Council :

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

In the month of October last a Modus Vivendi was arranged between His Majesty's Government and that of the United States of America in relation to the prosecution of the autumn fishery on the West Coast of this Island, whereby the first part of Section One and the whole of Section Three of the Foreign Fishing Vessels Act, 1905, were held not to apply to American fishermen, and the Foreign Fishing Vessels Act, adopted by your Honorable Houses last session, was held in abeyance. The agreement also provided for the use of purse seines by American citizens and the shipping by them of local fishermen for the prosecution of the herring fishery. My Ministry entered a respectful protest with His Majesty's Government against the granting of these concessions, and, regarding them as detrimental to the interest of this Colony and unconstitutional, they declined to become consenting parties to the agreement, and notified His Majesty's Government of their intention to test its validity in the Courts.

I have to announce that an invitation has been received from His Majesty's Government for the participation of this Colony in a Conference of the Prime Ministers of the self-governing colonies, which it is intended to hold in London next April, for the purpose of consultation upon matters of general interest to the Empire. I hope that the business of the Session will be concluded in time to admit of my Prime Minister accepting this invitation, and that the Colony may derive material benefit from the proposed deliberations.

Several despatches from the Imperial Government, and other important papers will in due time be placed before you.

Amongst important bills to be submitted for your consideration will be one to confirm an agreement entered into between the Government of this Colony and responsible persons in England for a fast steamship service between the British Isles and the American Continent via Newfoundland, and the construction of a line of railway through the northern portion of this Island in connection therewith. The geographical position of this Island renders it an essential link in any scheme for rapid transit between the Old World and the New. Nature seemed to have done everything possible to facilitate such an enterprise. Scientific investigation has proved beyond question that there is a fog-free zone stretching eastward from Green Bay, Newfoundland, in a direct line towards the British Isles. On the East and West coasts of this Island are harbours which may be properly classed amongst the finest in the world and several hundred miles nearer Europe than any other portion of the Continent of America. As offering an Imperial trade avenue the proposed service stands unrivalled and is of the first importance to the Empire. Its strategic advantages are not likely to be overlooked by His Majesty's Government. This great project, which is to be presented to us, and towards the accomplishment of which our co-operation has been invited, opens to view a future stored with the elements of Colonial progress and prosperity, and will, upon completion, enable His Majesty's possessions on this side of the Atlantic to direct their resources and their outcome into a broad channel of national solidarity.

In leaving you to your deliberations, I trust that they may be directed by Divine favour to the promotion of the general welfare of this colony.

WILLIAM MACGREGOR,

Governor.

On motion of Mr. Barnes, seconded by Mr. Bonia, 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. Barnes, Bonia, Hutchings, C. Dawe and Blandford.

Mr. Speaker acquainted the House that he had, during recess, received a formal receipt from the San Francisco Relief Committee, for the contribution of five thousand dollars from the Legislature of this Colony to that city on last year, together with the following letter :—

SAN FRANCISCO RELIEF AND RED CROSS FUNDS.

Office, 1299 Gough Street,
San Francisco, Cal., Nov. 5th., 1906.

F. J. MORRIS, Esq.,
Speaker, House of Assembly,
St. John's, Newfoundland.

DEAR SIR :—We beg to enclose herewith our Official Receipt for \$5,000.00, being the amount contributed by the Legislature of Newfoundland to our Relief Fund.

We take this opportunity to express to you through all persons interested our most sincere thanks for this generous gift, which we assure you is highly appreciated by our people. It is only by the liberal assistance rendered us by our friends throughout the world that we are enabled to successfully carry on our work of relief and rehabilitation. In this work millions are being expended, and it must be a source of gratification to you and your associates to know that you have done so much to aid us in this work.

Thanking you personally and assuring you that the kindness of the Legislature of Newfoundland will long be remembered by the people of San Francisco,

We remain,

Yours very truly,
JAMES D. PHELAN, President,
By
ANSON HERRICK,
Ass't Secretary.

Rt. Hon. the Premier gave notice that he would, on to-morrow, move the House into Committee of the Whole to consider an Address to the Right Hon. the Principal Secretary of State for the Colonies in the matter of the Modus Vivendi recently entered into between His Majesty's Government and the Government of the United States of America in respect to the conduct of the fishery on the West Coast of this Colony.

Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the Act dealing with the Immigration of Chinese into this Colony.

Mr. C. Dawe gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the table all correspondence relative to the Modus Vivendi between the Imperial Government and the Government of the United States.

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries whether it is the intention of the Government to provide, during the present Session, for the erecting of any lighthouses or fog alarms during

the current year and, if so, at what places they will be located ; also to ask the Right Hon. the Premier to lay on the table of the House a copy of the report (if any) of Dr. Brehm, Public Health Officer, on the recent outbreak of typhoid fever at Bonavista ; also to ask the Hon. Minister of Finance to lay on the table of the House a statement of the total amount of revenue and expenditure for the financial year which ended on June 30th last ; also to ask the Hon. Minister of Finance to lay on the table of the House a detailed statement of the amount expended from the vote of \$40,000 for the encouragement of the Herring Fishery.

It was moved and seconded that when the House rises, it adjourn until Tuesday next, Feb. 12th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

Tuesday, February 12th, 1907.

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

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

Detailed Statement of Expenditure of the Colony for the Financial year ended June 30th, 1906 ;

Statement of Customs Revenue collected in the Colony during the year ended 30th June, 1906 ;

Statement of the Imports and Exports of the Colony for the year ended 30th June, 1906 ;

A Comparative Statement of goods, wares and merchandize imported into the Colony during the years ended 30th June, 1905, and 30th June, 1906, showing increases and decreases for the year 1905-1906 ;

A Comparative Statement of Revenue received at each of the outports for the years 1904-5 and 1905-6 ;

A Comparative Statement of Light Dues, showing collection at each Outport for the years 1904-5 and 1905-6 ;

A Return of the Bank Fishery for the year 1906 ;

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 June 30th, 1906.

An Abstract of Shipping for the year ended 31st December, 1906.

Statement of Coal and Water Rates Account 1905-6 ;

Statement of Public Works Trust Fund, June 30th, 1906 ;

Statement of Teachers' Pension Fund, June 30th, 1906 ;

Statement of Customs Trust Account, 1905-1906 ;

Statement of Trust Fund Expenditure, June 30th, 1906 ;

Statement of Coal Exploration Trust Account, June 30th, 1906 ;

Statement of Bank Notes Trust Account, 1905-6 ;

Statement of Game License Trust, 1905-6 ;

Statement of Railway Arbitration Awards, June 30th, 1906.

Report of the Comptroller and Auditor General under the 33rd Section (b) of the Audit Act from February 28th, 1906, to January 31st, 1907.

The Right Hon. Premier by command of His Excellency the Governor, laid upon the table of the House correspondence respecting the Newfoundland Fisheries, between the Governments of Great Britain, United States and Newfoundland.

Pursuant to notice and on leave granted, and on motion of the Right Hon. Premier, the House resolved itself into Committee of the Whole to consider an Address to the Right Hon. the Principal Secretary of State for the Colonies, in the matter of the Modus Vivendi recently entered into between His Majesty's Government and the Government of the United States of America in respect to the conduct of the fishery on the West Coast of this Colony.

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 was moved and seconded that when the House rises, it adjourn till to-morrow, Wednesday, February 13th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Wednesday, February 13th, 1907.

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

A petition was presented by Mr. Cashin, from residents of Ferryland district, praying for the repeal of the Act excluding American fishing vessels from our waters.

Ordered that this petition be received, and referred to the Department of Marine and Fisheries.

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to amend the Act respecting the Immigration of Chinese Persons" was introduced and read a first time, and it was ordered that it be read a second time on to-morrow.

Mr. Barnes, 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 Honorable 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 order, the House resolved itself into Committee of the Whole to consider an Address to the Right. Hon. the Principal Secretary of State for the Colonies, in the matter of the Modus Vivendi recently entered into between His Majesty's Government and the Government of the United States of America in respect to the conduct of the fishery on the West Coast of this Colony.

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

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 relating to the Registration of Deeds.

The 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 Management and Control of the Harbour of Port aux Basques.

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

The House then adjourned accordingly.

Thursday, February 14th, 1907.

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

Petitions were presented by :—

Mr. Lewis, from residents of Chappel's Cove, on the subject of a public wharf.

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

Mr. Miller, from residents of Old Perlican, on the subject of telegraphs.

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

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Marine and Fisheries, the Bill entitled "An Act to amend the act respecting the management and control of the Harbor of Port aux Basques," was introduced and read a first time, and it was ordered that it be read a second time on to-morrow.

Pursuant to notice and leave granted, and on motion of the Hon. Minister of Justice, the Bill entitled "An Act to amend and consolidate the law relating to the Registration of Deeds," was introduced and read a first time, and it was ordered that it be read a second time on to-morrow.

Pursuant to order, the House resolved itself into Committee of the Whole to consider an Address to the Right Hon. the Principal Secretary of State for the Colonies, in the matter of the Modus Vivendi recently entered into between His Majesty's Government and the Government of the United States of America, in respect of the conduct of the fishery on the West Coast of this Colony.

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 without amendment.

Ordered that the report be received.

The motion was then put that the report be adopted, and it was carried unanimously. The said Address is as follows :

To the Right Honourable His Majesty's Principal Secretary of State for the Colonies.

WE, His Majesty's loyal subjects, the House of Assembly of Newfoundland, in session convened, have had under consideration the subject of the Modus Vivendi entered into between His Majesty's Government and the Government of the United States of America, in relation to the prosecution of the herring fishery on the West Coast of this Colony during the past season, and also a copy of the correspondence in relation to the same which was presented to the British Parliament.

We had not contemplated the possibility of successful opposition to our views in respect to the enforcement of the Act passed in 1887 to control the sale of bait fishes to foreigners, and the Foreign Fishing Vessels' Acts, passed in the sessions of 1905 and 1906 for the more effective carrying out of the said policy.

The circumstances which called for the legislation of 1887, above referred to, were exhaustively dealt with by Sir George W. DesVœux, a former Governor of this Colony, in a despatch to the Colonial Office bearing date January 14th, 1887. The reasons he therein advanced in support of the measure and its enforcement against American and other fishermen are as cogent to-day as when they led to its approval by His Majesty's Government, and we could not have anticipated anything but the cordial sympathy of His Majesty's Government in our endeavour to guard the integrity of the Colony's trade and the well-being of its population.

It was therefore with feelings of disappointment and alarm that we learned that His Majesty's Government had entered into a Modus Vivendi with the Government of the United States of America, intended to set aside the Act of 1887 in its application to American fishermen, as well as those Acts before mentioned which were adopted by the Legislature in order to secure better enforcement of that law.

When we learned from your despatches that this Modus Vivendi was entered into despite the respectful and earnest protest of the Government of this Colony ; that British interests were made subservient to the purposes of foreigners, and that our rights under the Constitution were ignored, those feelings awakened by the terms of the agreement were intensified, and we cannot but express our deep sense of the injustice to which our people were called upon to submit.

Your despatches set forth that the *Modus Vivendi* was found to be necessary in order to avoid a position that, in the opinion of His Majesty's Government, might become "highly undesirable and even dangerous." We find ourselves unable to concur in this view:—

First.—Because the Government of this Colony had, during the fishing season of 1905, at the instance of His Majesty's Government, and in consideration of the negotiations then proceeding in relation to questions at issue between the Government of this Colony and that of the United States of America, abstained from taking any action calculated to embarrass the relations between His Majesty's Government and the Government of the United States of America, and there is no reason to suppose that this policy would not have been continued had His Majesty's Government signified a desire for it;

Second.—Because the Government of this Colony had guaranteed to preserve the peace and not enforce the 1906 Act against American fishermen, provided His Majesty's Government would authorise a Proclamation bringing it into force. This course would have repealed the Sections of the 1905 Act that had been objected to by the United States Government, obviating the suspension of those Statutes by His Majesty's Ministers, which was unprecedented and unconstitutional and at the same time have enabled the Government of this Colony to deal effectively with British fishermen;

Third.—Because the ratification of the *Modus Vivendi* involved an infringement of the Constitution of this Colony unwarranted by any conditions existent in the Colony, or, so far as the despatches which have been tabled indicate, by any Imperial interests;

Fourth.—Because the *Modus Vivendi* conferred privileges upon American citizens in excess of those granted under the Treaty of 1818; in excess of those enjoyed by British subjects in this Colony, and was, we respectfully submit, in violation of the pledge conveyed to this Colony by His Majesty's Government in 1857, that:

"The consent of the community of Newfoundland would be regarded
"by His Majesty's Government as the essential preliminary to any
"modification of their territorial or maritime rights."

It appears from your despatches that the *Modus Vivendi* was for one season only, and that His Majesty's Government contemplates the settlement of all questions arising out of the Treaty of 1818 during the current year. We therefore humbly pray that if a recognition of the rights of this Colony cannot be obtained by diplomatic negotiations, then His Majesty's Government will proceed on a strict interpretation of the Treaty of 1818.

It was then ordered that the address do pass, and that a message be sent to the Legislative Council requesting their concurrence therewith.

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

Capt. C. Dawe gave notice that he would, on to-morrow, ask the Right Hon. Colonial Secretary if it is the intention of the Government the present Session to make provision for an improved Labrador Mail and Passenger Service ; and also to ask the Hon. Minister of Agriculture and Mines the number of Licenses granted to cut timber on the reserved three-mile-limit, the area of each Grant or License, and the names of the several persons to whom the said Licenses or Grants have been issued.

Mr. Morison gave notice that he would, on to-morrow, ask the Right Hon. Colonial Secretary if any claim had been made by the Reid Newfoundland Company upon the Government since the making of the Telegraph Award, and, if so, to lay on the table of this House a copy of said claim, and of all correspondence in relation to same ; also to ask the Hon. the Minister of Agriculture and Mines to lay on the table of this House, (1) copy of application of Charles H. Emerson, for license to cut timber over an area of 160 square miles, situate at Trinity and Bonavista Bays, with date of approval of same by Governor-in-Council, and (2), copy of license issued to said Charles H. Emerson, with copy of plan or diagram of said area ; also to ask the Rt. Hon. the Colonial Secretary to lay on the Table of this House the Report of the Commission of Enquiry into the management of the Police Department, made by Messrs. Avery, Squarey and Donnelly, and a detailed statement of the cost of said enquiry ; also to ask the Hon. the Minister of Marine and Fisheries whether it is the intention of the Fishery Board to repeal the Fishery Regulation which fixes dates for the setting of cod traps on the coast of Labrador ; and also to ask leave to introduce a Bill to prohibit the Prosecution of the Labrador Fishery in Steam Vessels.

It was moved and seconded that, when the House rises, it adjourn till to-morrow, Friday, February 15th, at half-past eleven o'clock in the forenoon.

The House then adjourned accordingly.

Friday, February 15th, 1907.

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

Mr. C. Dawe moved, seconded by Mr. Cashin, that the Minutes of yesterday's sitting be amended by striking out the word "unanimously" from the record of the vote of the adoption of the Address to the Right Hon. the Principal Secretary of State for the Colonies, in the matter of the Modus Vivendi recently entered into

between His Majesty's Government and the Government of the United States of America, in respect to the conduct of the fishery on the West Coast of this Colony.

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

Mr. Speaker informed the House that in accordance with the intimation received yesterday, His Excellency the Governor would receive the Address of Thanks at twelve 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.”

WILLIAM MACGREGOR,

Governor.

The orders of the day were deferred.

It was moved and seconded that, when the House rises, it adjourn till Tuesday next, February 19th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Tuesday, February 19th, 1907.

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 fishery laws.

Mr. C. Dawe, from residents of Brigus, on the subject of way office.

Mr. Morison, from residents of Bunyan's Cove, on the subject of road.

Mr. Hutchings, from residents of Job's Cove, on the subject of bridge.

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

The Right Hon. the Premier, by command of His Excellency the Governor, presented to the House the following message from His Excellency the Governor:

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

WILLIAM MACGREGOR.

At the Government House,

St. John's, February 15th, 1907.

(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 Robert Bond, K.C.M.G.; Hon. Sir E. P. Morris, K.C., LL.D.; Hon. E. M. Jackman.

Approved,

WILLIAM MACGREGOR.

15th February, 1907.

Certified true copy.

R. BOND,

Colonial Secretary.

Hon. Minister of Finance and Customs, laid on the table of the House the Report of the Auditor General, on the Accounts of the St. John's Municipal Council for the year ended Dec. 31, 1906.

Pursuant to notice, and on motion of Mr. Morison, 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 it was ordered that it be read a second time on to-morrow.

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

The orders of the day were deferred.

Mr. C. Dawe gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the Table of this House a copy of the Report of Mr. Bonia, with regard to the work done by him as Fishery Commissioner at Labrador during the season of 1906.

Mr. Morison gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the Table of this House a copy of the Report of the

Hon. Eli Dawe with regard to his trip to Scotland in connection with the Encouragement of the Herring fishery ; also to ask the Right Hon. the Colonial Secretary to lay on the Table of this House a copy of the Report of the Inspector of Whale Factories for the season of 1906.

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

It was moved and seconded that when the House rises it adjourn till to-morrow Wednesday, Feb. 20th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Wednesday, February 20th, 1907.

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

Petitions were presented by :--

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

Mr. C. Dawe, from residents of Stock's Cove, on the subject of a road.

Ordered that these petitions be received and referred to the Department of Public Works.

Hon. Minister of Finance and Customs, by command of His Excellency the Governor, laid on the table of the House certain Estimates for the Public Service for the financial year 1907-8, for Lighthouses, Roads and Bridges, Public Charities and Education.

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 votes, and asked leave to sit again on to-morrow.

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

Pursuant to order, and on motion, the Bills entitled, respectively, "An Act to amend the Act 6, Edward VII., Cap. 23, entitled "An Act respecting the Management and Control of the Harbor of Port aux Basques," and "An Act respecting the Registration of Deeds and other Documents," were read a second time, and it was ordered that they be referred to committee of the whole House on tomorrow.

The remaining orders of the day were deferred.

It was moved and seconded that, when the House rises, it adjourn till tomorrow, Thursday, February 21st, at four o'clock in the afternoon.

The House then adjourned accordingly.

Thursday, February 21st, 1907.

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

A petition was presented by Mr. Lewis, from residents of Lower Colliers, on the subject of a wharf.

Ordered that this petition be received and referred to the Department of Marine and Fisheries.

The Hon. Minister of Finance and Customs, by command of His Excellency the Governor, laid on the table of the House the Estimates for Legislation for 1907-8.

The Hon. Minister of Finance and Customs laid on the table of the House the Annual Statement of the Canada Life Assurance Company, of Toronto, Ont., with schedules A. B. C. and D. for the year ended 31st of December, 1906.

Mr. Speaker informed the House that he had received a message from the Legislative Council, acquainting the House of Assembly that they concur in the Address to the Right Honourable the Principal Secretary of State for the Colonies, on the subject of the Modus Vivendi, entered between His Majesty's Government and the Government of the United States of America, and that they have filled up the blank.

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

Education	\$3,800.00
Lighthouses, etc	69,663.00
Roads, Bridges, etc	175,887.00

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

Pursuant to order and on motion, the House resolved itself into Committee of the Whole on the Bill entitled "An Act to amend 6 Edward VII., Cap. 23, entitled "An Act 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 he had considered the matter to them referred, and passed the Bill with some amendment.

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

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill entitled "An Act respecting the Registration of Deeds and other Documents."

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, 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.

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

Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce a Bill to regulate the law of "Money Lenders"; also to ask leave to introduce a Bill dealing with the law of Railway Traffic.

Mr. Cashin gave notice that he would, on to-morrow, ask the Right Hon. the 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.

Mr. Speaker informed the House that His Excellency the Governor would receive both Houses at Government House at three o'clock to-morrow, with the Address to the Right Hon. the Principal Secretary of State for the Colonies, in the matter of the Modus Vivendi recently entered into between His Majesty's Government and the Government of the United States of America, in respect to the conduct of the fishery on the West Coast of this Colony.

It was moved and second that, when the House rises, it adjourn till to-morrow, Friday, Feb. 22nd, at a quarter to three o'clock in the afternoon.

The House then adjourned accordingly.

Friday, February 22nd, 1907.

The House met at a quarter to three o'clock in the afternoon, pursuant to adjournment.

At three o'clock Mr. Speaker and the House proceeded to Government House, in company with the Legislative Council.

The Members of the House being returned to the Assembly Chamber, Mr. Speaker informed the House that when in attendance upon His Excellency the Governor, the President of the Legislative Council presented to His Excellency for transmission to the Secretary of State for the Colonies, the joint Address of both Houses on the subject of the Modus Vivendi entered into between His Majesty's Government and the Government of the United States, and that His Excellency was pleased to say in reply thereto that he would transmit the same by the first outgoing steamer.

The Hon. Minister of Agriculture and Mines presented petitions from residents of Moreton's Harbor and Henry's Bight, on the subject of roads.

Ordered that these petitions be received and referred to the Department of Public Works.

The Hon. Minister of Finance and Customs, by command of His Excellency the Governor, laid upon the table of the House the estimates for Agriculture and Mines and for Marine and Fisheries for 1907-8.

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

Public Charities..... \$242,587.00

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 Right Hon. the Premier, leave was granted for the introduction of a Bill to 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 Justice, leave was granted for the introduction of Bills to regulate the law of Money Lenders, and the law of Railway Traffic, and they were read a first time, and it was ordered that they be read a second time on to-morrow.

Pursuant to order, and on motion, the Bill entitled "An Act to amend 6 Edward VII., Cap. 2, entitled "An Act respecting the Immigration of Chinese Persons," was read a second time, and it was ordered that it be referred to committee of the Whole 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, 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 Bill entitled "An Act to amend 6 Edward VII., Cap. 23, 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 in its provisions.

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 6 Ed. VII., Cap. 17, entitled "An Act Respecting Licenses for the Sale of Intoxicating Liquors."

Mr. C. Dawe gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary if any commission has been appointed to enquire into the Old Age Pension Scheme, in accordance with a resolution adopted by the House last session; if that commission has reported, and if so, to lay a copy of the report on the table. If no such commission was appointed, why not?

Mr. Cashin gave notice that he would, on to-morrow, ask the Minister of Public Works to lay on the table a copy of statement of all fees collected at the Insane Asylum for the year 1903-4-5-6.

It was moved and seconded that, when the House rises, it adjourn until Tuesday, Feb. 26th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Tuesday, February 26th, 1907.

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

Petitions were presented by:—

Mr. Gushue (M.P.W.), from residents of Trinity Bight, on the subject of the Labrador fishery.

Mr. Gushue (M.P.W.), from residents of Burgoyne's Cove, on the subject of a wharf.

Mr. Gushue (M.P.W.), from residents of Trinity East, on the subject of a courier's salary.

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

Mr. Hutchings, from residents of Lower Island Cove, on the subject of a landing place.

Hon. Mr. Dawe (M.M.F.), from residents of Shearstown, on the subject of fishery laws.

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

Mr. Miller, from residents of New Perlican, on the subject of a well.

Hon. Mr. Clift (M.A.M.), from residents of Southern Arm, on the subject of a bridge.

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

The Hon. Minister of Agriculture and Mines laid on the table of the House :

Reports of the Dept. of Agriculture and Mines.

Report of the Board of Agriculture.

Report of James P. Howley, F.G.S.

Report of Thomas Howe.

Return of Fee Simple Grants issued.

Return of 99 year leases issued.

Return of Mining licenses issued.

Return of Quarry leases issued.

Return of Mill-sites and Water-powers issued.

Return of licenses to cut timber.

Return of Crown Lands Grants issued.

The Hon. Minister of Marine and Fisheries laid on the table of the House the annual report of his Department for 1906 ; and also an agreement between the Government and Messrs. Flett, of Buckie, Scotland.

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

Legislation	\$32,615.00
Agriculture and Mines	18,120.00
Marine and Fisheries	77,774.00

The said resolutions being read the second time, it was moved that the House concur 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 6 Edward VII., Cap. 17, entitled " An Act respecting Licenses for the sale of Intoxicating Liquors," and it was read a first time, and ordered 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 the Bill to amend and consolidate the law relating to the Registration of Deeds.

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 entitled "An Act to amend 6 Edward VII., Cap. 2, entitled "An Act 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 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. the Premier gave notice that he would, on to-morrow, ask leave to move the House into Committee of the Whole to consider certain resolutions confirmatory of the agreement entered between the Government of the Colony and Messrs. Ochs Brothers and others.

Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend "The Customs Act, 1898."

Hon. Minister of Marine and Fisheries gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the Acts relating to the Encouragement and Improvement of Shipbuilding; also to ask leave to introduce a Bill to amend the Act for the Encouragement of the Herring Fishery and the better cure of herring.

It was moved and seconded that, when the House rises, it adjourn till Wednesday, February 27th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Wednesday, February 27th, 1907.

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

Petitions were presented by :—

Mr. Ellis, from residents of Bay Bulls, on the subject of roads.

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

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

Right Hon. the Premier, from residents of Belle Isle Strait, on the subject of fishery laws.

Hon. Sir E. P. Morris (M.J.), from residents of Goulds, on the subject of roads.

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 on the table of the House the estimates for Civil Government and for Administration of Justice for 1907-8.

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 confirmatory of the agreement entered into between the Government of the Colony and Messrs. Ochs Brothers and others.

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 Friday.

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 Customs Act, 1898," and it was read a first time, and ordered that it be read a second time on to-morrow.

Pursuant to notice, and on motion of the Hon. Minister of Marine and Fisheries, leave was granted for the introduction of Bills to amend the Acts

relating to the Encouragement and Improvement of Shipbuilding, and to amend the Act for the Encouragement of the Herring Fishery and the better cure of herring, and they were read a first time, and it was ordered that they be read a second time on to-morrow.

Pursuant to order, and on motion, the Bill entitled "An Act to amend 6 Edward VII., Cap 2, entitled "An Act respecting the Immigration of Chinese Persons," 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 to amend the Education Act, 1902.

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 Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend Chapter 141 of the Consolidated Statutes (Second Series), entitled "Of the Keeping of Dogs;" also to ask leave to introduce a Bill to amend the Acts relating to the Placentia Water Company.

Mr. Morison gave notice that he would, on to-morrow, ask the Right Hon. the Premier what is the intention of the Government regarding the conduct of the mail service in the District of Fogo during the coming season; also, if it is intended to further discontinue the calling of the Coastal steamers at Musgrave Harbour; also, if Musgrave Harbour was an original port of call in the Bowring Coastal Contract; also, to supply the name of the port that was substituted in place of Musgrave Harbour during the years 1905 and 1906.

Mr. Blandford gave notice that he would, on to-morrow, ask the Minister of Public Works:—(1) If any alterations were made in the Hospital Extension Contract after it had been executed by the contracting parties. If so, to state the nature of such alterations; also the difference (if any) in cost of such in favour of the contract. (2) By whose authority such alterations (if any) were made. If the Department of Public Works was made aware of such alterations before the contractors were allowed to make such alterations (3) Whether such amount

saved to the contractors by the alteration is to be deducted from the contract price.

(4) The name of the Superintendent of such work, the date of his appointment and his salary.

It was moved and seconded that, when the House rises, it adjourn till to-morrow, Thursday, Feb. 28th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Thursday, February 28th, 1907.

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

Petitions were presented by :—

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

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

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

Mr. Hutchings, from residents of Redlands, on the subject of a road.

Mr. Morison, from residents of Broad Cove, on the subject of a port of call.

Mr. Miller, from residents of Burgoyne's Cove, on the subject of a road.

Mr. Miller, from residents of Hant's Hr., on the subject of a road.

Mr. Miller, from residents of Trinity East, on the subject of a well.

Rt. Hon. the Premier, from residents of Laurencetown, on the subject of a road

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

Rt. Hon. the Premier, from residents of Ward's Hr., on the subject of a road.

Mr. Bonia, from residents of Long Hr., on the subject of a road.

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

Right. Hon. the Premier laid on the Table of the House the annual report of the Newfoundland Savings Bank for 1906.

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, leave was granted for the introduction of Bills to amend Chapter 141 of the Consolidated Statutes (Second Series), entitled "Of the keeping of Dogs," and to amend the Acts relating to the Placentia Water Company, and they were read a first time, and it was ordered that they be read a second time on to-morrow.

Pursuant to order, the House resolved itself into committee of the Whole on the Registration of Deeds 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 that the Bill be read a third time on to-morrow.

Pursuant to order, the House resolved itself into committee of the Whole on the Bill to 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 without amendment.

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, 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 Bills entitled, respectively:—

An Act to amend the law with respect to persons carrying on business as money-lenders.

An Act to amend the law relating to Railway Traffic.

An Act to amend "The Customs Act," 1898, and

An Act to amend 6 Edward VII., Cap. 22, entitled "An Act for the encouragement of the Herring fishery, and the better cure of Herring," were read a second time, and it was ordered that that they be referred to committee of the Whole on to-morrow.

Pursuant to order, and on motion, the bill entitled "An Act to amend the law relating to the Encouragement and Improvement of Shipbuilding" was read a second time, and referred to a Select Committee, consisting of the Hon. Minister of Marine and Fisheries, Mr. C. Dawe, Mr. Winsor, Mr. Bonia and Mr. Lewis.

The remaining orders of the day were deferred.

Mr. C. Dawe gave notice that he would, on to-morrow, ask the Hon. Minister of Finance, to lay on the Table all correspondence relative to the dismissal of the Sub-Collector of Customs, Bay Roberts, including copy of letter addressed to him of his dismissal from the service.

Mr. Morison gave notice that he would, on to-morrow, ask the Right Hon. the Premier whether it is the intention of the Government to make provision during the present Session for the improvement of the Water Supply of the town of Bonavista during the current year, in view of the condition of affairs referred to by Dr. Brehm in his report upon the recent outbreak of typhoid fever at Bonavista.

It was moved and seconded that, when this House rises, it adjourn till to-morrow, Friday, March 1st, at four o'clock in the afternoon.

The House then adjourned accordingly.

Friday, March 1st, 1907.

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

Petitions were presented by :--

Mr. Clapp, from residents of Pacquet, on the subject of a port of call.

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

Mr. Maddock, from residents of Carbonear, S. S., on the subject of a bridge.

Mr. Miller, from residents of Scilly Cove, on the subject of a road.

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

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

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

“ An Act respecting the Registration of Deeds and other Documents,” and

“ An Act to amend the Education Act, 1903,” 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 Supply.

Mr. Speaker left the chair.

Mr. Lloyd 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, the House resolved itself into Committee of the Whole on the Resolutions for the Establishment of Speedier Communication between Great Britain and the Continent of America.

Mr. Speaker left the chair.

Mr. Clapp 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.

On the motion for the adoption of this report the House divided, whereupon there appeared for the motion, Rt. Hon. the Premier, Hon. Minister of Justice, Hon. Minister of Finance and Customs, Hon. Minister of Marine and Fisheries, Hon. Minister of Agriculture and Mines, Minister of Public Works, Messrs. Bennett, Carty, Clapp, Davey, Dwyer, Ellis, Earle, Hutchings, Lewis, Lloyd, Martin, Mad-

dock, Miller and Oke (20), and against it Messrs. C. Dawe, Morison, Winsor, Cashin and Blandford (5).

So it passed in the affirmative and ordered accordingly.

On motion, the Bill entitled "An Act respecting the Establishment of Speedier Communication between Great Britain and the Continent of America," was then read a first time, and it was ordered that it be read a second time on to-morrow.

It being now midnight,

Saturday, March 2nd, 1907.

The Chairman from the Committee of the Whole on Supply reported a certain resolution, which was read a first time as follows:—

Civil Government	\$113,761.00
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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 order, and on motion, the Bill respecting the Prosecution of the Labrador Fishery in Steam Vessels was read a second time, and it was ordered that it 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, by command of His Excellency the Governor, laid on the table of the House the Estimates for Public Debt, Pensions and Contingencies for 1907-8.

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

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Fisheries to lay on the Table of this House a statement showing if any herring have been packed and exported according to the provisions of the Act passed last session, providing a bounty for the same; and to lay on the Table of this House a statement showing the names of the parties who packed and exported such herring, the number of barrels each exported, and the amount of bounty each received; also to ask the Hon. Minister of Justice to lay on the Table of this House a copy of the alleged improper ballots used in Harbor Main District at the Local Option Election on the 27th of February.

It was moved and seconded that, when the House rises, it adjourn until Tuesday, March 5th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Tuesday, March 5th, 1907.

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

The Right Hon. the Premier rose to question of privilege and explained that, in an article in the *Daily News* newspaper, he had been falsely charged with a statement, during the debate on Friday last, that the financial condition of the Commercial community of St. John's was unsafe.

It was ordered that the explanation of the Right Hon. the Premier receive the fullest publicity.

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 entitled "An Act to amend the law with respect to persons carrying on business as Money Lenders."

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 entitled "An Act to amend the law relating to Railway Traffic."

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 entitled "An Act to amend 6 Edward VII., Cap. 22, entitled "An Act for the encouragement of the Herring Fishery, and the better cure of Herring."

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 Bill entitled "An Act respecting the Establishment of Speedier Communication between Great Britain and the Continent of America," was read a second time and it was ordered that it be referred to Committee of the Whole on to-morrow.

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	\$161,617.68
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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.

The remaining orders of the day were deferred.

Mr. Cashin gave notice that he would, on to-morrow, ask the Right Hon. the Premier if it is the intention of the Government to make any increase in the official salaries of the Civil Servants of this Colony during the present session, and

especially of servants receiving small salaries; also to ask the Right Hon. the Premier if any Rules and Regulations have been made under the French-English Treaty, in reference to the fisheries on the West and East Coast of this Colony, on which the French have fishing rights; if the same have been received by the Government, and, if so, to lay a copy of the same on the table of this House; also to ask the Hon. Minister of Public Works to lay on the table of this House a return of the expenditure in 1906 on the rebuilding and repair of the bridge across Twillingate harbor, and to say from what vote of this House was the money expended; if the said bridge is now completed, and if not, what the estimated cost is for such completion.

Mr. Blandford gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary for a copy of the appointment of the Arbitrators in the submission to the Arbitrators to Messrs. Archibald, Lyttelton and Gregory, of certain differences between R. G. Reid and the Government. A statement of the time occupied by the said Arbitrators in such arbitration. The names of the Counsel engaged by the Government in said arbitration and details of the time in which they were so engaged. Detailed statement of the amounts paid to each Counsel so engaged and the dates of payments of each; and also for the details of all amounts paid to the Arbitrators, and for their expenses, or to any persons on account of their expenses.

It was moved and seconded that, when the House rises, it adjourn until to-morrow, Wednesday, March 6th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Wednesday, March 6th, 1907.

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

Right Hon. the Premier, by command of His Excellency the Governor, laid on the table of the House photographs and drawings of the Memorial to the late Queen Victoria in London, to which Memorial this colony has contributed the sum of two thousand pounds, with a request that some distinctive recognition of the colony be afforded in the general scheme of the Memorial; and one of the photographs and the drawings show that this request has been complied with, and the character of the column which attests Newfoundland's participation in the Memorial.

Petitions were presented by:—

Hon. Mr. Gear, from residents of Rock Hr., on the subject of a port of call.

Hon. Mr. Gear, from residents of Rock Hr., on the subject of a breakwater.

Hon. Mr. Gear, from residents of Mortier Bay, on the subject of exportation to St. Pierre.

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

Mr. Earle, from residents of Fogo, on the subject of fishery laws.

Mr. Morison, from residents of Pool's Island, on the subject of a port of call.

Mr. Morison, from residents of Salvage, on the subject of a telegraph.

Mr. Morison, from residents of Newman's Cove, on the subject of a road.

Mr. Lewis, from residents of Conception Hr., on the subject of a lighthouse.

Mr. Roberts, from residents of New Hr., on the subject of a road.

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

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

Mr. Roberts, from residents of Norris' Arm, on the subject of a road.

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

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

Mr. C. Dawe, from residents of Brigus, on the subject of fishery laws.

Mr. C. Dawe, from residents of Port-de-Grave, on the subject of fishery laws.

Mr. Bonia, from residents of Paradise, on the subject of a breakwater.

Mr. Bonia, from residents of Trepassey, on the subject of a ferry.

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

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

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

“ An Act to amend the law with respect to persons carrying on business as Money Lenders.”

“ An Act to amend the law relating to Railway Traffic,” and

“ An Act to amend 6 Edward VII., Cap. 22, entitled “ An Act for the Encouragement of the Herring Fishery, and the better cure of Herring,” were read a third time and passed, and it was ordered that it 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, and on motion, the House resolved itself into committee of the Whole on the Bill entitled “ An Act respecting the Establishment of Speedier Communication between Great Britain and the Continent of America.”

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 Bill entitled "An Act to amend Chapter 141 of the Consolidated Statutes (Second Series), entitled "Of the Keeping of Dogs," was read a second time, and it was ordered that it be referred to committee of the whole on to-morrow.

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

Public Debt (Premium and Man'g't.).	.....	\$12,000
General Contingencies	.....	10,000
Pensions	.....	1,710

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

Thereupon a Bill respecting certain retiring allowances was introduced and read a first time, and it was ordered that it be read a second 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 and consolidate the law dealing with Insane Persons.

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 copy of the report of Mr. E. R. Watson, Chartered Accountant, on the shortages in the Treasury Department; also, a statement of the amounts paid Mr. E. R. Watson, and his assistant, for said service; also, a copy of the report of the Auditor General on the shortages in the accounts of Mr. E. Colton, ex-Cashier of the Customs; also, to state the total amount of the shortages in the Treasury and Customs Departments the past four years.

Mr. Blandford gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary for a copy of the award of Messrs. Archibald, Lyttelton and Gregory; also, for details of the sums of money paid to R. G. Reid for or on account of the arbitration award, and the expenses attending the same and whether paid in cash or bonds; and, if in bonds, to give the particular details of such bonds; also, whether the award has been executed, and if not to detail the particulars in which it has not been executed, and to give the reasons why such is the case; to state the details of expenses of arbitration and all other charges inci-

dental to the arbitration, and to state how the same were paid, whether in cash or bonds, and if in bonds to give the details of such bonds, and if the bonds were sold and at what period.

It was moved and seconded that, when the House rises, it adjourn till tomorrow, Thursday, March 7th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Thursday, March 7th, 1907.

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

Petitions were presented by :—

Mr. Ellis, from residents of Bay Bulls, on the subject of a road.

Mr. Ellis, from residents of Admiral's Cove, on the subject of a wharf.

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

Mr. Hutchings, from residents of Red Head Cove, on the subject of a road.

Mr. Hutchings, from residents of Old Perlican, on the subject of harbor light.

Mr. Kent, from residents of Flat Rock, on the subject of a wharf.

Mr. Miller, from residents of Trinity, on the subject of a breakwater.

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

The Right Hon. the Premier laid upon the table of the House :—

Report of St. Vincent de Paul Society for the year 1906.

Report of Harbor Grace Industrial Society for the year 1906.

Report Harbor Grace Dorcas Society for the year 1905.

Report of Twillingate Dorcas Society for the year 1905.

Financial Report of Salvation Army Food and Shelter Depot for year 1904-5.

Report of St. Vincent de Paul Society (Women) for the year 1906.

Report of St. Vincent de Paul Society for the year 1905.

Report of Salvation Army Maternal Hospital and Infants' Home for year 1905.

Report of Harbor Grace Industrial School 1905.

The Right Hon. the Premier laid on table of the House the annual Report of the St. John's Municipal Council for the year 1906, and the Estimates of the revenue and expenditure of the said Council for 1907.

The Hon. Minister of Justice laid on the table of the House the annual Report of H. M. Penitentiary for the year 1906.

Pursuant to notice, and on motion of the Hon. Minister of Justice, leave was granted for the introduction of a Bill to amend and consolidate the law dealing with Insane Persons, and it was read a first time; and it was ordered to be read a second time on to-morrow.

Pursuant to order, and on motion, the Bill entitled "An Act respecting the Establishment of Speedier Communication between Great Britain and the Continent of America," 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 the Bill entitled "An Act to amend Chapter 141 of the Consolidated Statutes (Second Series), entitled "Of the Keeping of Dogs."

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 entitled "An Act to Prohibit the Prosecution of the Labrador Fishery in Steam Vessels."

Mr. Speaker left the chair:

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman 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 Tuesday next.

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

"An Act respecting the sale of Intoxicating Liquors," and

"An Act respecting certain retiring allowances," were read a second time, 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 Hon. Minister of Finance and Customs, by command of His Excellency the Governor, laid on the table of the House the Estimates for Customs 1907-8, and for Supplemental Supply for 1906-7.

The Hon. Minister of Finance and Customs gave notice he would, on to-morrow, ask leave to introduce a Bill to amend the Act 5 Ed. VII., Cap 1, entitled "An Act respecting certain loans upon the credit of the Colony and for other purposes."

Mr. Cashin gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the table of this House a statement showing the receipts and expenditures of the Postal Telegraphs for the financial year ending June 30th, 1906, and for the eight months of the current financial year ending on February 28th last past. Said statements of expenses to show the amount spent on construction or capital account and the amount spent on the ordinary running of the service; also to ask the Right Hon. the Colonial Secretary to lay on the table of this House a statement of all expenditures in connection with Marconi Wireless Telegraphy System on Labrador during the calendar year 1906; the number of stations open; the period for which they were open; the number of messages sent and received; and the report, if any, of the Inspector or Superintendent on the efficiency of the service.

It was moved and seconded that, when the House rises, it adjourn till to-morrow, Friday, March 8th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Friday, March 8th, 1907.

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

Petitions were presented by :—

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

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

Mr. Earle, from residents of Gander Lake, on the subject of a bridge;

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

Mr. Oke, from residents of Harbor Grace, on the subject of fishery laws;

Mr. Roberts, from residents of Nipper's Harbor, on the subject of a wharf ;

Mr. Clift, from residents of Little Bay Islands, on subject of telegraphs ;

Mr. Lewis, from residents of Conception Harbor, on the subject of fishery laws ;

Mr. Blundford, from residents of Pool's Island, on the subject of a road ;

Mr. Bonia, from residents of Holyrood, on the subject of a road ;

Mr. Bonia, from residents of Mussel Harbor, on the subject of a road.

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

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, leave was granted for the introduction of a Bill to amend the Act 5 Ed. VII., Cap. 1, entitled "An Act Respecting Certain Loans upon the Credit of the Colony and for other Purposes," and it was read a first time, and it was ordered that it be read a second time on to-morrow.

Pursuant to order and on motion, the Bill entitled "An Act to amend Chapter 141 of the Consolidated Statutes (second series), entitled 'Of the Keeping of Dogs,'" 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.

Pursuant to order, and on motion the House resolved itself into committee of the Whole on the Bill 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 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 the sale of Intoxicating Liquors.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

B.L.E

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 respectively :—

“ An Act to amend the Customs Act, 1898,” and

“ An Act further to amend 56 Victoria Cap. II., entitled “ An Act to Incorporate the Placentia Water Company,” were read a second time, and it was ordered that they be referred to Committee of the Whole 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 of Assembly that they have passed the Bills sent up entitled respectively :—

“ An Act to amend the Act 6 Ed. VII., Cap. 23, entitled “ An Act respecting the management and Control of the Harbor of Port-aux-Basques.”

“ An Act to amend 6 Ed. VII., Cap. 2, entitled “ An Act respecting the Immigration of Chinese Persons,” and

“ An Act to amend “ The Education Act, 1903,” without amendment.

Mr. Speaker also informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they have passed the Bill sent up entitled “ An Act respecting the Registration of Deeds and other Documents,” 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.

The Hon. Minister of Justice, by consent, presented a petition from the St. John's Gas Light Company, praying for an amendment to its Charter of Incorporation ; and he moved, with the consent of the House, that the rules be suspended as regards notice, and that the petition be received and referred to a Select Committee.

Ordered accordingly, and the committee consist of the Right Hon. the Premier, Hon. Minister of Justice, Mr. Morison, Hon. Mr. Shea, Mr. Cashin and the Hon. Minister of Agriculture and Mines.

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries to lay on the table of this House a detailed statement of the expenditure upon the extension of the Public Wharf at Carbonear during the year 1906 ; also to ask the Minister of Finance to lay on the table of this House— (1) a detailed statement of all monies paid to Thomas Geary during the past six years ; (2) whether the said Thomas Geary is now in the public service, and, if so, in what capacity and at what salary ; also to ask the Hon. Minister of Public Works or the Right Hon. the Colonial Secretary to lay on the table of this House— (1) a detailed statement of the total cost of the new Post Office at Carbonear ; (2) of the cost of the heating apparatus installed in said building and by whom installed ; (3) of the yearly cost of running said building for the years 1905 and 1906 ; (4) of the cost of running the former Post Office at Carbonear for the year 1903 ; (5) what is the name of the janitor of the new Post Office at Carbonear, with rate of salary, his hours of work and the scope of his duties.

It was moved and seconded that, when the House rises, it adjourn till Tuesday next, March 12th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Tuesday, March 12th, 1907.

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

Petitions were presented by :—

Mr. Barnes, from residents of Harbor Grace, on the subject of the fishery laws ;

Mr. Earle, from residents of Tilton Harbor, on the subject of a mail service ;

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

Mr. Earle, from residents of Barred Island, 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 Marine and Fisheries presented the report of the select committee appointed to consider and report upon the Bill to amend the Law relating to the Encouragement and Improvement of Shipbuilding.

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

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

Customs. \$144,051.00*

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.

The Hon. Minister of Finance and Customs, by command of His Excellency the Governor, laid upon the table of the House the estimates for the Postal Department for 1907-8.

Pursuant to order and on motion, the Bills entitled, respectively, "An Act respecting certain Retiring Allowances," and

"An Act respecting the sale of Intoxicating Liquors," 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 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 was moved and seconded that when the House rises it adjourns till to-morrow, Wednesday, March 13th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Wednesday, March 13th, 1907.

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

Petitions were presented by :—

Hon. Mr. Jackman (M.F.C.), from residents of Arnold's Cove, on the subject of women voting at local option elections ;

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

Mr. Clapp, from residents of LaScie, on the same subject ;

Mr. Miller, from residents of Whale Brook, on the same subject ;

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

Mr. Gushue (M.P.W.), from residents of Green's Harbor, *re* same subject ;

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

Mr. Gushue (M.P.W.), from residents of Catalina, *re* same subject ;

Mr. Gushue (M.P.W.), from residents of Scilly Cove, *re* same subject ;

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

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

Mr. Gushue (M.P.W.), from residents of Blaketown, *re* same subject ;

Mr. Gushue (M.P.W.), from residents of Chance Cove, *re* same subject ;

Mr. Hutchings, from residents of Freshwater, *re* same subject ;

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

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

Hon. Mr. Jackman (M.F.C.), from residents of Argentinia, *re* dredging ;

Hon. Mr. Jackman (M.F.C.), from residents of Oderin, *re* a wharf ;

Hon. Mr. Jackman (M.F.C.), from residents of Shoal Bay, *re* a ferry ;

Hon. Mr. Jackman (M.F.C.), from residents of Oderin, *re* a road ;

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

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

Mr. Roberts, from residents of South Arm, 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 to consider certain resolutions on the subject of the Assessment of Life Insurance Companies.

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 Bill entitled "An Act respecting the Assessment of Life Insurance Companies" was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, the House resolved itself into committee of the Whole on 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 of the Hon. Minister of Marine and Fisheries, the House resolved itself into committee of the Whole on the Bill entitled "An Act to amend the law relating to the Encouragement and Improvement of Shipbuilding."

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.

The remaining orders of the day were deferred.

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

Coal and Water Refunds	\$65,700.00
Supplemental Supply (1906-7).....	97,902.11

The said resolutions being read the 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 had passed the Bills sent up entitled respectively :—

“ An Act to amend 6 Ed. VII. Cap. 22, entitled “ An Act for the encouragement of the Herring Fisher; and the better cure of Herring.”

“ An Act to amend the law relating to Railway Traffic,” and

“ An Act to amend the law with respect to Persons carrying on business as Money-Lenders ” without amendment.

The Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, ask leave to introduce a Bill on the subject of Express Companies doing business in the Colony.

Mr. Blandford gave notice that he would, on to-morrow, ask the Right Honourable the Premier to lay on the table of this House a copy of the Report of the Marine Court of Enquiry re the loss of the s.s. Cyril at Portugal Cove in July last ; also Commissioners' report as to the correctness of the Marine Court's finding.

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

The House then adjourned accordingly.

Thursday, March 14th, 1907.

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

Petitions were presented by :—

Hon. Mr. Shea, from residents of Pouch Cove (3), on the subject of a road.

Hon. Mr. Clift (M.A.M.), from residents of Twillingate, *re* Companies Act.

Hon. Mr. Dawe. (M.M.F.), from residents of Bay Roberts, on the subject of a road.

Mr. Kent, from residents of Middle Cove (2), on the subject of a road.

Mr. Morison, from residents of Cupids, on the subject of fishery laws.

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

The Right Hon. the Premier laid on the table of the House the annual Report of the Postmaster General and the Statement of the Royal Trust Company for 1906.

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

Postal and Telegraphs \$392,722.50

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 order, and on motion, the Bill entitled "An Act to amend the law relating to the Encouragement and Improvement of Shipbuilding," 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 Bill entitled "An Act respecting the Assessment of Life Insurance Companies," was read a second time, and it was ordered that it be referred to committee of the Whole House on to-morrow.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman 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.

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

The House then adjourned accordingly.

Friday, March 15th, 1907.

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

Petitions were presented by :—

Rt. Hon. Premier, from residents of Twillingate, on the subject of women voting at Local Option elections.

Rt. Hon. Premier, from residents of Twillingate, S.S., on the same subject.

Rt. Hon. Premier, from residents of Little Bay Is., on the same subject.

Rt. Hon. Premier, from residents of Moreton's Hr., on the same subject.

Rt. Hon. Premier, from residents of Tizzard's Hr., on the same subject.

Rt. Hon. Premier, from residents of Pilley's Is., on the same subject.

Mr. Carty, from residents of Codroy (2), on the same subject.

Hon. Mr. Shea, from residents of Pouch Cove, on the same subject.

Hon. Mr. Shea, from residents of Bauline, on the same subject.

Mr. Barnes, from residents of Bay Roberts, on the same subject.

Mr. Barnes, from residents of Shearstown, on the same subject.

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

Rt. Hon. Premier, from residents of Seal Bay, on the subject of a mail courier.

Rt. Hon. Premier, from residents of Bear's Cove, on the subject of a road.

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

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

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

Rt. Hon. Premier, from residents of Northwest Arm, on the subject of a bridge.

Rt. Hon. Premier, from residents of Wild Bight, on the subject of fishery laws.

Rt. Hon. Premier, from residents of Nipper's Hr., on the subject of a road.

Rt. Hon. Premier, from residents of Ramea, on the subject of telegraphs.

Mr. Bonia, from residents of St. Brides, on the subject of fishery laws.

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

Pursuant to notice and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into Committee of the Whole on 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 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 notice, and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into committee of the Whole on the subject of Accident and other Insurance Companies doing business in the Colony.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman 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, whereupon the Bill entitled "An Act respecting Accident and other Insurance Companies doing business in the Colony," was introduced and read a first time, and it was ordered that it be read a second time on to-morrow.

Pursuant to order, and on motion, the Bill entitled "An Act to prohibit the Prosecution of the Labrador Fishery in Steam Vessels," was read a third time and passed, and it was ordered that it be engrossed, 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 Insane Persons," 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.

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

"An Act to amend Chapter 141 of the Consolidated Statutes (second series), entitled "Of the Keeping of Dogs," and

An Act respecting the Establishment of Speedier Communication between Great Britain and the Continent of America, without amendment.

Mr. Speaker laid upon the table of the House a copy of "A Report on the Foreign Trade and Commerce of Newfoundland, 1905-6," by His Excellency the Governor.

Petitions were presented by :

Rt. Hon. Premier, from residents of Twillingate, on the subject of women voting at local option elections ;

Rt. Hon. Premier, from residents of Twillingate, South Side, *re* same subject ;

Rt. Hon. Premier, from residents of Little Bay Island, on the same subject ;

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

Rt. Hon. Premier, from residents of Tizzard's Harbor, on the same subject ;

Rt. Hon. Premier, from residents of Pilley's Island, on the same subject ;

Mr. Carty, from residents of Codroy (2), on the same subject ;

Hon. Mr. Shea, from residents of Pouch Cove, on the same subject ;

Hon. Mr. Shea, from residents of Bauline, on the same subject ;

Mr. Barnes, from residents of Bay Roberts, on the same subject ;

Mr. Barnes, from residents of Shearstown, on the same subject ;

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

Rt. Hon. Premier, from residents of Seal Bay, *re* a mail courier ;

Rt. Hon. Premier, from residents of Bears Cove, on the subject of a road ;

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

Rt. Hon. Premier, from residents of Farmer's Arm, *re* a dredge ;

Rt. Hon. Premier, from residents of Tizzard's Harbor *re* a road ;

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

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

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

Rt. Hon. Premier, from resident of Wild Bight, *re* fishery laws ;

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

Rt. Hon. Premier, from residents of Ramea, on the subject of telegraphs ;

Mr. Bonia, from residents of St. Bride's, on the subject of fishery laws.

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

Rt. Hon. Premier laid on the table of the House the Annual Statement of the Standard Life Assurance Co. for 1905.

Rt. Hon. Premier gave notice that he would, on to-morrow, ask leave to move for the suspension of the rules of the House in relation to all matters now before or to come before the House this session.

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, and the Acts in amendment thereof.

Hon. Minister of Finance and Customs gave notice that he would, on to-morrow, ask leave to introduce a Bill on the subject of Express Companies doing business in the Colony.

Mr. Earle gave notice that he would, on to-morrow, ask leave to introduce a Bill to Incorporate a Company for the purpose of lighting the town of Twillingate by electricity and for other purposes.

It was moved and seconded that, when the House rises, it adjourns till Tuesday next, March 19th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Tuesday, March 19th, 1907.

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

Petitions were presented by :—

- Mr. Kent, from residents of Middle Cove, on the subject of a road ;
- Mr. Earle, from residents of Batt's Arm, on the subject of a road ;
- Mr. Earle, from residents of Fogo, on the subject of fishery laws ;
- Mr. Earle, from residents of Rocky Bay, on the subject of a road ;
- Mr. Earle, from residents of Rocky Bay, on the subject of telegraphs ;
- Mr. Blandford, from residents of Safe Harbor, on the subject of a road ;
- Mr. Ellis, from residents of Ferryland, on the subject of a wharf ;
- Mr. Ellis, from residents of Tor's Cove, on the subject of a breakwater ;
- Mr. Hutchings, from residents of Western Bay, *re* fishery laws ;

Mr. Hutchings, from residents of Western Bay, *re* port of call ;

Mr. Martin, from residents of Pushthrough, on the subject of a wharf ;

Mr. Martin, from residents of Hermitage Cove, on the subject of a breakwater ;

Mr. Martin, from residents of Terenceville, on the subject of a breakwater ;

Hon. Sir E. P. Morris (M. J.), from residents of St. John's, on the subject of Companies Act ;

Mr. Clapp, from residents of Cape Norman, on the subject of port of call ;

Rt. Hon. Premier, from residents of Brigus, on the subject of overcrowding Labrador mail boat.

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

The Hon. Minister of Justice from the select committee, to which was referred the petition of the Hon. James Baird, President, and the shareholders of the St. John's Gas Light Company, praying for authority to increase their capital stocks, have considered the Bill in the said petition referred to, and have found that the preamble to the said Bill had been proven, and recommended the introduction of the same.

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

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

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, leave was granted for the introduction of a Bill respecting Express Companies doing business in this 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 Hon. Minister of Agriculture and Mines, leave was granted for the introduction of a Bill to amend the Crown Lands Act, 1903, and the acts in amendment thereof, and it was read a first time and ordered to be read a second time presently.

Pursuant to order, the House resolved itself into Committee of the Whole on Ways and Means.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had considered the matter to them referred, and passed certain resolutions, and recommended the introduction of a Bill to give effect thereto ; and asked leave to sit again.

Ordered that this report be received, whereupon the Bill entitled "An Act to amend the Revenue Act, 1905," was introduced and read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill entitled "An Act respecting Life Insurance Companies doing business in this Colony.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman 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 Bills entitled respectively "An Act respecting Accident and other Insurance Companies doing business in this Colony," and

"An Act respecting Crown Lands" were read a second time, and it was ordered that they be referred to Committee of the Whole House on to-morrow.

The remaining orders of the day were deferred.

Hon. Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce a Bill Regulating the Traffice in Marine Stores; also to introduce a Bill to amend Chapter 131 of the Consolidated Statutes (Second Series), entitled "The Temperance Act;" also to introduce a Bill to regulate the hours of labour of employees engaged on trains carrying passengers.

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 the subject of the Harbor Grace Water Company; also to move the House into committee of the Whole on certain resolutions on the subject of increasing the Revenue by imposing taxes on Banks doing business in the Colony.

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 showing the amounts of Debentures purchased in this Colony under Act 5, Edward VII., Cap. I., said statement to show the amount of new Debentures substituted for old, and the amount of new Debentures actually purchased; also to ask the Right Hon. the Colonial Secretary to lay on the table of this House the report of Inspector General McCowen on the enquiry into the affairs of the Lunatic Asylum; also if it is the intention of the Government to give the Superintendent a bonus or vote him an increase of salary.

It was moved and seconded that when the House rises it adjourn till to-morrow, Wednesday, March 20th, at four o'clock in the afternoon.

The House then adjourned accordingly.

Wednesday, March 20th, 1907.

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

Petitions were presented by :—

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

Mr. Clapp, from residents of Cow Harbor, on the subject of a bridge ;

Mr. Clapp, from residents of Coachman's Cove, on the subject of a road ;

Mr. Clapp, from residents of Rocky Harbor, on the subject of a bridge ;

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

Mr. Maddock, from residents of Victoriaville, *re* temperance laws.

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 Bills entitled, respectively, —

“ An Act respecting Dealers in Marine Stores ; ”

“ An Act to amend ‘ The Temperance Act ; ’ ” and

“ An Act to regulate the hours of labour of Railway Employees. ”

and they were 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, the House resolved itself into Committee of the Whole on certain resolutions on the subject of increasing the Revenue by imposing taxes on Banks doing business in the Colony.

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, whereupon the Bill entitled "An Act respecting the Imposition of Taxes on Banks doing business in the Colony" was read a first time, read a second time, referred to a 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 sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order and on motion, the House resolved itself into committee of the Whole on the Bill entitled "An Act further to amend 56 Vic., Cap. II., entitled 'An Act to Incorporate the Placentia Water Company.'"

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 said Bill with some amendment.

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

Thereupon 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.

Pursuant to order, and on motion, the House resolved itself into committee of the Whole on the Bill entitled "An Act respecting Crown Lands."

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.

Thereupon 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.

Pursuant to order, and on motion, the House resolved itself into committee of the Whole on the Bill entitled "An Act respecting Insane Persons."

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.

The said Bill was thereupon 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 the Bills entitled, respectively,—

“ An Act respecting the Assessment of Life Insurance Companies ” ; and

“ An Act respecting Accident and other Insurance Companies doing business in the Colony.”

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

The said Bills were thereupon 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, and on motion, 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, the Bill entitled “ An Act respecting Express Companies doing business in the Colony,” 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, the Bill entitled "An Act further to amend 59 Vic., Cap. 39, entitled 'An Act to Incorporate a Company under the style and title of the St. John's Gas Light Co.'" 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.

The Hon. Minister of Finance and Customs gave notice that he would presently ask leave to introduce a Bill to amend the Whaling Act, 1902.

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, leave was granted for the introduction of a Bill entitled "An Act respecting the Whaling Industry," and it 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 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 Bills sent up entitled, respectively,—

"An Act respecting certain Retiring allowances"; and

"An Act respecting the Sale of Intoxicating Liquors" without amendment.

Mr. Speaker also 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 relating to the Encouragement and Improvement of Shipbuilding" with an amendment in which they request the concurrence of the House of Assembly.

On motion of the Hon. Minister of Marine and Fisheries 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 said amendments without amendment.

The Hon. Minister of Finance and Customs laid on the table of the House the Report of the Comptroller and Auditor General on the Revenue and Appropriation Accounts for the year ending June 30th, 1906.

Mr. Morison gave notice that he would, on to-morrow, ask the Rt. Hon. the Colonial Secretary to lay on the table (1) a detailed statement of total expenditure in connection with laying telegraph cable and wires at Change Islands during 1906 and of telegraph office erected there; (2) a statement of all sums paid to Mr. Hen-

nebury, operator at Beaverton, for salary or other services during the year 1906 ; (3) a detailed statement of amounts paid for assistant operator at Beaverton during 1906, showing to whom paid ; also to ask the Hon. the Minister of Finance to lay on the table a tabulated statement of all amounts paid for hire of schooner " Shamrock " in connection with Customs service in Twillingate District during 1905 and 1906, showing to whom paid and for what service ; also to ask the Right Hon. the Colonial Secretary to lay on the table (1) a detailed statement of the total expenditure on account of fire sufferers in the District of Twillingate in 1904 and 1905 ; (2) a detailed statement of amount paid to Bowring Brothers for assistance rendered and provisions supplied to fire sufferers at Little Bay ; also to ask the Hon. the Minister of Agriculture and Mines to lay on the table a detailed statement showing number of animals sent to outports for breeding purposes between June 30th, 1905, and Dec. 31st, 1905, to whom sent, age and cost of each animal, and from whom purchased ; also to ask the Rt. Hon. the Colonial Secretary to lay on the table (1) a detailed statement of the current yearly expenditure upon the Post Office building for the years 1903, 1904, 1905, 1906 ; and (2) to furnish the name of the janitor of new Post Office building at Carbonear, with rate of salary, hours of work and scope of his duties.

Mr. Blandford gave notice that he would, on to-morrow, ask the Rt. Hon. the Colonial Secretary whether the government are aware of the great and increasing prevalence of consumption throughout the country ; and, whether in view of the vast amount of suffering and poverty caused by the disease—which is preventable—it is intended to make provision during the present session for the carrying out of any special preventive measure, and to ask what action, if any, has been taken to date.

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

The House then adjourned accordingly.

Thursday, March 21st, 1907.

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

Petitions were presented by :—

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

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

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

Mr. Clapp, from residents of Norris Point, on the subject of a road ;

Mr. Clapp, from residents of Cow Head, on the subject of a lighthouse ;

Mr. Clapp, from residents of Groais Islands, on the subject of a port of call ;

Mr. Lloyd, from residents of New Melbourne, on the subject of a wharf ;

Mr. Lloyd, from residents of Trinity, on the subject of whaling laws ;

Mr. Blandford, from residents of Navell's Island on the subject of a bridge ;

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

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

Mr. Cashin, from residents of Admiral's Cove, on the subject of a road ;

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

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

Pursuant to notice, and on motion of the Hon. Minister of Finance and Customs, the House resolved itself into committee of the Whole on Resolutions on the subject of the Harbor Grace Water Company.

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, whereupon the Bill entitled " An Act to amend the Acts in relation to the Harbor Grace Water Company " was introduced and 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 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 Dealers in Marine Stores " 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 Justice, the Bill entitled " An Act respecting the Hours of Labour of Railway Servants " 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.

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

accompanying Bill entitled "An Act respecting the Preservation of Beavers," in which they request the concurrence of the House of Assembly.

On motion of the Hon. Minister of Justice 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 a message be sent to the Legislative Council acquainting them that this House had passed the said Bill without amendment.

Mr. Speaker also 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 Crown Lands";

"An Act respecting the Imposition of Taxes on Banks doing business in the Colony"; and

"An Act further to amend 56 Vic., Cap. II., entitled 'An Act to Incorporate the Placentia Water Company'" without amendment.

Mr. Cashin gave notice that he would, on to-morrow, ask the Minister of Public Works 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 other apparatus for the prevention of fire at the General Hospital in accordance with the recommendations of the Hospital Commission; if any fire escapes have been provided, and if so when they were put in position; if the plugs and hose have been provided, and if so on what date.

Mr. Blandford gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the Table a copy of the appointment of Messrs. Blake, Archibald and McMaster as arbitrators between Reid-Nfld. Co. and the Government on the subject of the purchase of the Telegraph system; how long the arbitrators were sitting; where the sittings took place; a copy of the claim made by the Reid Co. and of the defence put in by the Government; the name of witnesses examined and where; the names of counsel engaged on the part of the Government and the fees paid to each; what counsel were employed by the Reid-Nfld. Co. to sustain their claim; did not some of the sittings of the arbitrators and counsel take place in Toronto; whether the counsel for the Government were not present at these sittings; what were the expenses paid by the Government for their visit to Toronto, and their expenses there and returning; whether the award was not made in Toronto, and to furnish a copy of same; a detailed statement of all expenses attending the said arbitration; how the award and expenses were paid, if any by bonds, and if so what discount was allowed.

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

The House then adjourned accordingly.

Friday, March 22nd, 1907.

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

Petitions were presented by :—

Mr. Kent, from residents of Middle Cove, on the subject of repairs to road ;

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

Mr. Oke, from residents of Harbor Grace, on the subject of fishery laws ;

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

Mr. Clapp, from residents of Coachman's Cove, on the subject of a lighthouse ;

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

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

Hon. Minister of Finance and Customs, from residents of Salmonier, on the subject of Fishery laws ;

Hon. Minister of Finance and Customs, from residents of Salmonier and St. Mary's Bay, on the subject of a road ;

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

Mr. Carty, from residents of Woods Island, on the subject of telegraphs ;

Mr. Carty, from residents of Humbermouth, 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 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 during the debate the hon. member for Ferryland, Mr. Cashin, had used certain words with respect to the hon. member for Trinity, Mr. Lloyd, which the said hon. member for Trinity had requested to be taken down and reported to the House ; that is to say that " I think the hon. member is a mongrel."

Mr. Speaker called upon the hon. member for Ferryland, Mr. Cashin, to withdraw the said words, and the hon. member declining to do so it was moved and seconded that the censure of the House do pass upon the hon. member for the use of the said unbecoming language.

On the motion being put there appeared in favor of it :—the Hons. Minister of Justice, Minister of Finance and Customs, Minister of Marine and Fisheries, Minister of Agriculture and Mines, the Minister of Public Works ; Messrs. Barnes, Clapp, Carty, Dwyer, Earle, Ellis, Kent, Lewis, Lloyd, Maddock, Martin, Miller, Roberts and Oke (19) ; and against it :—Messrs. Dawe, Cashin and Blandford (3).

So it passed in the affirmative and ordered accordingly, and Mr. Speaker declared the censure of the House upon the hon. member, Mr. Cashin, and directed him to retire from the floor until the next sitting of this House.

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 that the said resolutions be read presently.

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

Additional Supplemental Supply (1906-7.)

Copying Colonial Records.....	\$ 500.00
Deficit on Coal and Water Rates	1,710.35
	<u>\$2,210.35</u>

Distribution of Surplus :—

Reserve Fund.....	\$ 9,939.45
Harbor Lights	10,000.00
Roads and Marine Works.....	49,730.34
	<u>\$69,669.79</u>

Additional Estimates (1907-8.)

Fever Hospital.....	\$ 120.00
Ferries.....	440.00
King's Wharf.....	3,000.00
Postal Telegraphs	372.00
Telegraph Construction	14,000.00
	<u>\$17,932.00</u>

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, 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, 1907, the sum of \$164,967.69 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, 1906, the sum of \$1,551,052.51 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 of neighbourhoods having local boards or councils, to authorise the payment at any time after the 30th day of June, 1907, 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 afore-said 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, 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, 1907, and the 30th day of June, 1908, 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.

On motion of Mr. Earle leave was granted for the withdrawal of the notice of motion respecting a Bill for the electric lighting of the town of Twillingate.

The remaining orders of the day were deferred.

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

The House then adjourned accordingly.

Monday, March 25th, 1907.

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

Petitions were presented by :—

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

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

Mr. Kent, from residents of Torbay, on the subject of wood cutting ;

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

Mr. Earle, from residents of Dog Bay, on the subject of mail service ;

Mr. Earle, from residents of Victoria Cove, on the subject of mail service.

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

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, respectively :—

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

“ An Act respecting Express Companies doing business in the Colony ;”

“ An Act respecting the Assessment of Life Insurance Companies ;”

“ An Act respecting Accident and other Insurance Companies doing business in the Colony ;”

“ An Act further to amend 59 Vic., Cap. 39, entitled “ An Act to Incorporate a Company under the style and title of “ The St. John's Gas Light Company ;”

An Act to amend the Acts in relation to the Harbor Grace Water Company ;”

“ An Act respecting Dealers in Marine Stores ;”

“ An Act respecting the Whaling Industry,” without amendment.

Mr. Speaker also informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the accompanying Bill, entitled “ An Act to amend the Companies Act, 1899,” in which they request the concurrence of the House of Assembly.

On motion of the Hon. Minister of Justice the said Bill was read a first and second time, and on motion of Mr. Kent was referred to a Select Committee consisting of Mr. Kent, Hon. Minister of Justice, Mr. Morison, Mr. Blandford, Mr. Lloyd and the Hon. Minister of Agriculture and Mines.

Pursuant to order, and on motion, the House resolved itself into committee of the Whole on the Bill entitled “ An Act to amend the Customs Act, 1898,” and

it was adopted without amendment, read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

Pursuant to order, and on motion, the Bill entitled "An Act to amend 5 Ed. VII., Cap. I., entitled "An Act respecting certain Loans upon the credit of the Colony and for other purposes," was read a second time, referred to committee of the Whole and adopted without amendment, and read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and that it be sent to the Legislative Council with a message requesting their concurrence in its provisions.

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

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

"An Act to amend the Customs Act ;"

"An Act to amend 5 Ed. VII., Cap. I., entitled "An Act respecting certain Loans upon the credit of the Colony and for other purposes," and

"An Act respecting the hours of Labour of Railway servants," without amendment.

Mr. Speaker also 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 Insane Parsons" 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 said amendments without amendment.

The Hon. Minister of Justice laid on the Table of the House the Annual Statements of the Reid Newfoundland Company.

Mr. Cashin gave notice that he would, on to-morrow, ask the Right Hon. the

Premier if he will be accompanied by any member of his Executive to the Conference of Colonial Premiers in London next month.

Mr. Speaker informed the House that His Excellency the Governor would prorogue the present session of the Legislature on to-morrow at three o'clock in the afternoon.

It was moved and seconded that, when the House rises, it adjourn till to-morrow, Tuesday, March 26th, at two o'clock in the afternoon.

The House then adjourned accordingly.

Tuesday, March 26th, 1907.

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

Petitions were presented by :—

Mr. Oke, from residents of Harbor Grace, on the subject of fishery laws ;

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

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 to amend the Temperance Act" with some amendment, 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 said amendments without amendment.

At three o'clock the Gentleman Usher of the Black Rod appeared at the Bar of the House with a message from His Excellency the Governor commanding the attendance of the House in the Council Chamber.

Accordingly, Mr. Speaker and the House attended upon His Excellency in the Council Chamber. Mr. Speaker at the Bar of the Council Chamber addressed His Excellency, as follows :—

MAY IT PLEASE YOUR EXCELLENCY :--

“The House of Assembly have voted the Supplies required to enable the Government to defray the expenses of the Civil Service. In the name of the House of Assembly I present the following Bills for Your Excellency’s assent :--

- 1.—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, 1907, and the thirtieth day of June, 1908, and for other purposes relating to the Public Service ;
2. An Act to amend “The Revenue Act, 1905” ;
3. —An Act respecting the Imposition of Taxes on Banks doing Business in the Colony ;
- 4.—An Act respecting the Assessment of Life Insurance Companies ;
- 5.—An Act respecting Accident and other Insurance Companies doing Business in the Colony ;
- 6.—An Act to amend the Law with respect to Persons carrying on Business as Money Lenders ;
- 7.—An Act to amend the Acts in relation to the Harbor Grace Water Co. ;
- 8.—An Act further to amend 56 Vic., Cap. II., entitled “An Act to Incorporate the Placentia Water Company” ;
- 9.—An Act respecting Certain Retiring Allowances ;
- 10.—An Act to amend 6 Ed. VII., Cap. 22, entitled “An Act for the Encouragement of the Herring Fishery and the Better Cure of Herring” ;
- 11.—An Act to amend 5 Ed. VII., Cap. I., entitled “An Act respecting Certain Loans upon the Credit of the Colony and for Other Purposes” ;
- 12.—An Act to amend “The Customs Act, 1898” ;
- 13.—An Act respecting Crown Lands ;
- 14.—An Act to amend Chapter 141 of the Consolidated Statutes (Second Series), entitled “Of the Keeping of Dogs” ;
- 15.—An Act respecting the Whaling Industry ;
- 16.—An Act respecting the Establishment of Speedier Communication between Great Britain and the Continent of America” ;
- 17.—An Act respecting the Hours of Labour of Railway Servants ;
- 18.—An Act to amend the Act 6 Ed. VII., Cap. 23, entitled “An Act respecting the Management and Control of the Harbour of Port-aux-Basques” ;
- 19.—An Act to amend “The Education Act, 1903” ;
- 20.—An Act to amend 6 Ed. VII., Cap. 2, entitled “An Act respecting the Immigration of Chinese Persons” ;

- 21.—An Act respecting the Preservation of Beavers ;
- 22.—An Act respecting Dealers in Marine Stores ;
- 23.—An Act further to amend 59 Vic., Cap. 39, entitled “ An Act to Incorporate a Company under the style and title of the St. John’s Gas Light Co.” ;
- 24.—An Act to amend the Law relating to the Encouragement and Improvement of Shipbuilding ;
- 25.—An Act respecting the Sale of Intoxicating Liquors ;
- 26.—An Act to amend the Law relating to Railway Traffic ;
- 27.—An Act respecting Express Companies doing Business in the Colony ;
- 28.—An Act to amend “ The Temperance Act ” ;
- 29.—An Act respecting the Registration of Deeds and other Documents ;
- 30.—An Act respecting Insane Persons.

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 :

The close attention you have bestowed on your legislative duties enables me to terminate this Session at a much earlier date than usual, a result which I have no doubt will be convenient and satisfactory to the members of both Houses.

The labour imposed upon you must have taxed the energies of members of both Houses, and I appreciate the care and assiduity with which your public duties have been discharged.

I sincerely trust that the various measures you have passed will be productive of beneficial results.

From the successful carrying out of operations under the Charter which you have granted to a Company, whereby this Colony is to be availed of as a link in the chain of communication connecting the Eastern and Western Continents, it is to be expected that great and general benefits will accrue.

It has afforded me pleasure to note the allocation made for an addition to our lighthouse system, as it means increased security in respect to the lives and property of those engaged in navigating our coasts.

The special vote for roads and marine works will no doubt be regarded as entirely necessary.

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

I thank you for the supplies you have granted to the public service. They shall be disbursed with a view to its economical and efficient maintenance.

Mr. President and Honourable Gentlemen of the Legislative Council :

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

I regret to learn that no information has been received from the seal fishery. The weather conditions have not been altogether favourable, but there is no reason for anticipating a failure of this industry.

I sincerely trust that the several enterprises in which you may be interested during the current season will realize your best aspirations.

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 twenty-third day of May next, and this General Assembly is accordingly prorogued until Thursday, the twenty-third day of May 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, 1908, together with Sums granted for Financial Year 1906 and 1907.

Nos.	Service.	Estimate for 1906 and 1907.			Estimate for 1907 and 1908.		
		A To be Voted.	B Authorized by Statute	Total.	A To be Voted.	B Authorized by Statute.	Total.
1	Interest on Public Debt, Sinking Fund and Management.....	\$12,00 00	\$862,395 13	\$874,395 13	\$12,000 00	\$861,918 04	\$873,918 04
2	Civil Government.....	110,224 33	26,000 00	136,824 33	126,598 33	26,000 00	152,598 33
3	Pensions		11,706 00	11,706 00		12,936 00	12,936 00
4	Administration of Justice.....	160,469 43	18,100 00	178,569 43	161,612 68	18,100 00	179,712 68
5	Legislation.....	31,465 00		31,465 00	32,615 00		32,615 00
6	Education	3,503 00	247,323 66	250,823 55	3,800 00	247,323 66	251,123 66
7	Public Charities.....	544,277 00		244,277 00	242,587 00		242,587 00
8	Lighthouses, Signal Stations, etc.....	68,393 00		68,393 00	69,687 00		69,687 00
9	Agriculture and Mines.....	22,720 00		22,720 00	18,120 00		18,120 00
10	Marine and Fisheries.....	62,240 00		62,240 00	77,740 00		77,740 00
11	Roads, Bridges, etc.....	174,187 00		174,187 00	175,887 00		175,887 00
12	Post Office and Telegraphs.....	372,767 00		372,767 10	392,722 50		392,722 50
13	Customs.....	131,631 00		131,631 00	144,051 00		144,051 00
14	Contingencies.....	10,000 00		10,000 00	10,000 00		10,000 00
15	General Election.....						
16	Coal and Water Refunds	65,700 00			65,700 00		65,700 00
		\$1,468,573 86	\$1,166,124 79	\$2,569,998 65	\$1,533,120 51	\$1,166,277 70	\$2,699,398 21

APPENDIX.

I. Statement of Public Debt.

Interest and Charges.	Funded Debt, 1906—1907.	Interest 1907—1908.
5 per cent. on Loan of.....	\$4,200 00	\$210 00
4 per cent. on Loan of.....	8,105,598 01	324,223 92
3½ per cent. on Loan of.....	13,065,546 33	457,294 12
3 per cent. on Loan of.....	1,581,666 66	47,450
	<u>\$22,757,011 00</u>	<u>\$829,178 04</u>
Sinking Fund.....		27,740 00
Premium and Management.....		12,000
Temporary and Other Loans.....		5,000 00
		<u>\$873,918 04</u>

DISTRIBUTION, 1907—1908.

A.—Premium and Management.....	\$12,000 00
B.—Interest and Sinking Fund	861,918 04
	<u>\$873,918 04</u>

APPENDIX.

II. Civil Government.

TO BE VOTED AS PER STATEMENT A., \$126,598.33.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1906—1907.	Estimate 1907—1908.
<i>A.</i>			
Estimate of Expenditure for which Votes of the Legislature are required :—			
Government House.....	(a)	\$2,520 00	\$2,560 00
Department of Colonial Secretary	(b)	8,440	8,440
“ Justice	(c)	3,000	3,000
“ Finance	(d)	2,550	2,550
“ Agriculture and Mines	(e)	11,750	11,750
“ Marine and Fisheries.....	(f)	11,525 33	10,573 33
“ Public Works.....	(g)	10,600	8,600
“ Auditor General	(h)	1,450	2,450
“ Government Engineer.....	(i)	.....	4,863 33
Contingencies (ordinary) as detailed.....		33,575	37,611 67
Public Works, for public buildings (as detailed).....		24,814	34,200
Total		\$110,224 33	\$126,598 33
<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 Agriculture and Mines.....		2,000	2,000
“ Minister of Marine and 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		\$26,600 00	\$26,600 00
<i>SUMMARY.</i>			
A.—To be Voted.....		\$110,224 33	\$126,598 33
B.—Authorized by Statute.....		26,600	26,600
Total		\$136,824 33	\$153,198 33

II. Civil Government—(continued.)

DEPARTMENTS (Detail.)	SALARIES.	
	Estimate 1906—1907.	Estimate 1907—1908.
<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	400
Clerk	500	500
	<u>\$2,520 00</u>	<u>\$2,560 00</u>
<i>(b) Department of Colonial Secretary.</i>		
The Deputy Head.....	\$1,600 00	\$1,600 00
First Clerk.....	1,100	1,100
Second Clerk	850	850
Third Clerk	450	450
Stenographer and Typist	500	500
Assistant do	300	300
Messenger	430	430
Assistant do	300	300
	<u>\$5,530 00</u>	<u>\$5,530 00</u>
Vital Statistics—		
The Registrar.....	\$700 00	\$700 00
Clerk to Registrar.....	450	450
Registration Fees to Deputy Registrars.....	1,500	1,500
	<u>\$2,650 00</u>	<u>\$2,650 00</u>
Miscellaneous—		
Inspectors of Weights and Measures, St. John's.....	\$100 00	\$100 00
Keeper of Observatory.....	160	160
	<u>\$260 00</u>	<u>\$260 00</u>
Totals	<u>\$8,440 00</u>	<u>\$8,440 00</u>
<i>(c) Department of Justice.</i>		
The Deputy Head	\$1,800 00	\$1,800 00
Secretary and Accountant	700	700
Messenger	200	200
Typewriter	300	300
	<u>\$3,000 00</u>	<u>\$3,000 00</u>
<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
	<u>\$2,550 00</u>	<u>\$2,550 00</u>
<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.....	750	750
The Third Clerk	550	550
The Surveyor to Department	850	850
The Messenger.....	350	350
The Keeper to Museum	300	300
Typewriter	300	300
Accountant to Department	800	800
	<u>\$6,100 00</u>	<u>\$6,100 00</u>

II Civil Government—(continued.)

DEPARTMENTS (Detail.)	SALARIES.	
	Estimate. 1906—1907.	Estimate. 1907—1908.
<i>(c) Department Agriculture & Mines (Surveyors' Salaries).</i>		
Director of Geological Surveys and Curator 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.....	400	400
	<u>\$5,650 00</u>	<u>\$5,650 00</u>
<i>(f) Department of Marine and Fisheries.</i>		
Fishery Expert	\$1,703 33	\$1,703 33
The Superintendent of Fisheries.....	1,200	1,200
The Secretary.....	400	400
The Accountant.....	800	700
Inspector of Marine Works.....	1,100	1,100
Lighthouse Mechanician.....	900	900
Assistant Accountant and Typewriter and Stenographer.....	300	400
Inspector of Boilers.....	1,000	1,000
Messenger	312	360
Lloyd's Surveyor of Shipping in aid of Salary.....	860	860
Chief Examiner Masters and Mates.....	500	500
Two Quarantine Officers.....	150	150
Harbor Master and Ship's Husband.....	700	700
Inspector Whale Factories.....	1,000	.....
Pickled Fish Inspection	600	600
	<u>\$11,525 33</u>	<u>\$10,573 33</u>
<i>(g) Department of Public Works.</i>		
The Government Engineer.....	\$2,000 00	.....
The Secretary.....	1,200	\$1,200 00
The First Clerk.....	1,200	1,200
The Second Clerk.....	700	700
The Book-keeper	800	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	300	300
	<u>\$10,600 00</u>	<u>\$8,600 00</u>
<i>(h) Department of Auditor General.</i>		
First Clerk and Assistant Auditor.....	\$1,000 00	\$1,000 00
Second Clerk .....	.....	1,000
Messenger	50	50
Clerk and Typewriter.....	400	400
	<u>\$1,450 00</u>	<u>\$2,450 00</u>
<i>(i) Department of Government Engineer.</i>		
Government Engineer .....	.....	\$3,163 33
Clerk .....	.....	500
Typist.....	.....	300
Inspector.....	.....	900
	.....	<u>\$4,863 33</u>

II. Civil Government—(continued.)

CONTINGENCIES (Detail).	CONTINGENCIES.	
	Estimate 1906—1907.	Estimate 1907—1908.
<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	2,600	2,000
Sundries:—Cab-hire, Cartage, Small Freights, Crown Agents' Account, Meterological Register and Telephones and Wolf Act	800	800
Standard Set Weights and Measures and Renewals.....	300	3 0
Royal Naval Reserve.....	15,000	15,000
	\$20,500 00	\$20,500 00
<i>Department of Justice.</i>		
Stationery	\$100 00	\$100 00
Telegrams	125 00	125
Sundries, including Telephone.....	375 00	375
Colonial Records.....		500
	\$600 00	\$1,100 00
<i>Department of Finance.</i>		
Printing and Stationery	\$650 00	\$750 00
Telegrams	125	125
Sundries, including Telephone and Typewriting	565	565
Sheep Preservation Act		1,250
	\$1,340 00	\$2,690 00
<i>Department of Agriculture and Mines.</i>		
Printing and Stationery	\$700 00	\$700 00
Repairs of Instruments.....	325	325
Museum Requirements.....	200	200
Maps and Advertising abroad.....	200	200
Telegrams and Postage.....	100	150
Sundries, including Telephone, Charwoman, etc.....	360	360
Chemicals for Analyst.....	150	150
	\$2,035 00	\$2,085 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 Telephones for Mercantile Marine Office...		
	\$1,500 00	\$1,500 00
<i>Department of Public Works.</i>		
Printing and Stationery.....	\$750 00	\$750 00
Telegrams and Postage.....	150	150
Sundries, including Telephone and Taxes	450	450
Travelling Expenses and Assistance.....	1,000	1,000
Cash Notes	2,500	2,500
	\$4,850 00	\$4,850 00

II. Civil Government—(continued.)

CONTINGENCIES (Detail).	CONTINGENCIES.	
	Estimate 1906—1907.	Estimate 1907—1908.
<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
	<u>\$750 00</u>	<u>\$750 00</u>
<i>Govt. Engineer's Office.</i>		
Office and Allowance.....		\$850 00
Mining Act.....		400
Travelling expenses.....		886 67
		<u>\$2,136 67</u>
Total Contingencies (ordinary)	<u>\$33,575 00</u>	<u>\$37,111 67</u>
<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.....	2,000	2,000
Post Office and Postal Telegraph do	2,000	3,000
Departmental Building: do do	840	900
	<u>\$8,390 00</u>	<u>\$9,400 00</u>
<i>Insurance and Keepers.</i>		
Insurance on Public Buildings.....	\$4,500 00	\$4,700 00
Customs Buildings: Keeper and Fireman, \$312; cleaning, \$208; Sundries, \$76; Fireman and Keeper for King's Wharf Building, \$104.....	724	700
Departmental Building Keeper, St. John's, \$350; Cleaning, \$250; Night Watchman and Sundries, \$280; Carbonear Fireman and Janitor, \$120.....	800	1,000
	<u>\$6,024 00</u>	<u>\$6,400 00</u>
<i>Repairs Public Buildings.</i>		
Custom House, Harbor Grace.....	\$100 00	\$100 00
Government House Buildings and Grounds.....	2,200	} 2,900
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	} 5,250
Kero. Oil Store: Extension, Sewerage, etc.....	500	
Ross's Valley Hospital	100	100
Harbor Grace Hospital.....	100	100
Postal Telegraph and Customs Building, Carbonear	100	100
Customs Building, St. John's	1,000	1,800
Temporary Buildings.....	150	150
Attendance on Clocks in Public Offices and Town Clock.....	200	200
Departmental Building.....	500	900
General Post Office.....	1,000	1,000
Government House: Maintenance of furniture and general furnishing.....	300	800
Cabot Tower: Repairs.....	500	300
St. John's Court House.....	400	1,900
Outport Postal Telegraph Buildings.....	500	1,000
Outport Customs Buildings.....	500	500
New Diptheria and Fever Hospital.....		800
	<u>\$10,400 00</u>	<u>\$18,400 00</u>
Total Contingencies Account Public Buildings.....	<u>\$24,814 00</u>	<u>\$34,200 00</u>

III. Pensions.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
Pensions to individuals as per detail (a)	\$11,706 00	\$12,936 00

Name of Pensioner.	Nature of Service at time of Retirement.	Estimate 1906—1907.	Estimate 1907—1908.
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. T. 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
H. J. Haddon	Preventive Officer, Fortune.....	200	200
Rebecca Oke	Service of husband, Mechanician.....	100	100
John Sexton	Attendant Lunatic Asylum	180	180
Widow Buckley..	Husbands killed whilst giving service { at fire.....	116	116
“ Fennessey		80	80
L. T. Chancey.....	Sub and Acting Sheriff.....	600	600
Mrs. Stentaford..	Postmistress	180	180
C. Prowse.....	Light Keeper.....	250	250
J. H. Watson.....	Landing Surveyor.....	700	700
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
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	.....
Peter Furlong....	Keeper Fever Hospital.....	240	.....
Mrs. Birkett.....	Postmistress, Harbor Breton.....	150	150
Miss Keating.....	Matron Penitentiary	200	200
Thomas Moore...	Assistant Light House Keeper, Fort Amherst	240	240
E. Harding.....	Light House Keeper, Cabot Island	240	240
Peter O'Reilly....	Assistant do Cape St. Mary's.....	240	240
Francis Berteau..	Magistrate, Twillingate.....	560	560
Emma Bradshaw	Postmistress, Placentia.....	170	170
P. Hubert.....	Stipendiary Magistrate, Harbor Breton.....	.....	570
R. Bradshaw.....	Sub Collector, Gaultois.....	.....	400
T. Pike ...	Light House Keeper, Channel Head .....	.....	240
G. Kelly.....	Turnkey, Penitentiary .....	.....	500
		\$11,706 00	\$12,936 00

IV. Administration of Justice.

AMOUNT TO BE VOTED AS PER STATEMENT A., \$161,612.68

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1906—1907.	Estimate 1907—1908.
Supreme Court.....	(a)	\$16,287 00	\$16,287 00
District Court.....	(b)	2,835	3,550
Magistracy.....	(c)	20,771	21,271
Constabulary (1) Police.....	(d)	62,249 18	64,587 43
Constabulary (2) Fire Department.....	(d)	22,606 25	22,606 25
St. John's Penitentiary.....	(e)	14,236	14,776
Court Houses and Goals.....	(f)	12,693	10,243
Local Constables.....	(g)	1,142	1,142
Miscellaneous.....	(h)	7,650	7,150
		\$160,469 43	\$161,612 68
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
		\$18,100 00	\$18,100 00
<i>SUMMARY.</i>			
A.—Amount to be Voted.....		\$160,469 43	\$161,612 68
B.—Authorized by Statute.....		18,100	18,100
		\$178,569 43	\$179,712 68

IV. Administration of Justice.

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
(a) <i>Supreme Court.</i>		
Salaries :		
Chief Clerk and Registrar.....	\$2,600 00	2,600 00
First Clerk.. .. .	700	700
Second Clerk	700	700
Stenographer	300	300
Sub-Sheriff	800	800
Crier and Tipstaff.....	500	500
Messenger	312	312
Deputy-Sheriffs in Outports, payable on certificate of Sheriff.....	450	450
Registrar of Deeds	1,200	1,200
Typewriter in Registry of Deeds Office.....	400	400
	\$7,962 00	\$7,962 00
Contingencies—		
Baliffs, serving summons, attendance Supreme Court.....	\$350 00	\$350 00
Stationery	600	600
Printing.....	100	100
Telegrams, Telephones and Postage.....	100	100
Additional attendance and clerical assistance.....	250	250
Travelling and other expenses of Circuit—		
Judges whilst on Circuit and on board steamer to be paid at the rate of \$6.00 per day.....	} 2 900	} 2,900
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		
Other expenses attached to Circuit, including portion of <i>Fiona's</i> Expenses.....		
Sundries	25 00	25 00
	\$4,325 00	\$4,325 00
Engineer, \$600; cleaning Registry Office, Supreme Court, \$36.00; cleaning Supreme Court, \$192; District Court, \$72; Matron at Police Station, \$120.00; cleaning Colonial Secretary's Office and Government Engineer's Office, \$196.00—\$1,216.00. Coal, etc., \$2,784.00—\$4,000.....	\$4,000 00	\$4,000 00
Total for Supreme Court.....	\$16,287 00	\$16,287 00

VI. Administration of Justice (continued).

DETAIL. (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906-1907.	Estimate 1907-1908.
<i>(c) District Courts.</i>		
Salaries—		
Clerk of the Peace, St. John's.....	\$1,000 00	\$1,000 00
Bailiff of the Central District Court ..		400
Clerk of the Peace, Harbor Grace	585	700
Keeper of Court House, Harbor Grace	50	50
Bailiff of Harbor Grace.....		200
	\$1,635 00	\$2,350 00
Contingencies—		
Stationery (St. John's and Harbor Grace).....	\$1,200 00	\$1,200 00
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		
Total for District Courts.....	\$2,835 00	\$3,550 00
<i>Magistracy.</i>		
Salaries—		
Magistrate at Little Bay and Pilley's Island	\$750 00	\$750 00
“ Twillingate ..	750	750
“ Greenspond	750	750
“ Bonavista	875	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
Carried forward	\$9,906 00	\$9,906 00

IV. Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Magistracy (concluded).</i>		
Brought forward	\$9,906 00	\$9,906 00
Salaries :		
Magistrate at 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	500
“ Lawn	500	500
“ Western Cove.....	400	400
“ Botwoodville .....	.....	500
	<u>\$18,171 00</u>	<u>\$18,671 00</u>
Contingencies—		
Stationery	} \$2,600 00	} \$2,600 00
Telegrams		
Printing.....		
Travelling expenses of Magistrates, payable on certificate of Minister of Justice (notwithstanding anything in the Contingency Act to the contrary)		
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>\$20,771 00</u>	<u>\$21,271 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
3 District Inspectors at \$800.....	2,400	2,400
4 Head Constables at \$600.....	2,400	2,400
11 Sergeants at \$500.....	5,500	5,500
1 Acting Sergeants at \$475.....	475	475
44 Constables at \$456.25	20,075	20,075
Carried forward	<u>\$34,350 00</u>	<u>\$34,350 00</u>

IV. Administration of Justice (continued.)

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(d) Constabulary—(1) Police (continued).</i>		
Brought forward	\$34,350 00	\$34,350 00
Salaries—		
5 Constables at \$438 ..	2,190	2,190
7 Constables at \$419.75 ..	2,938 25	2,938 25
13 Constables at \$401.50 ..	5,219 50	5,219 50
12 Constables at \$365 ..	3,285	4,380
Special Services, payable on certificate of Minister of Justice	300	300
	<u>\$13,932 75</u>	<u>\$15,029 75</u>
Total Salaries, Constabulary ..	<u>\$48,282 75</u>	<u>\$49,377 75</u>
Supplies—		
Arms, Ammunition and Saddlery ..	\$120 00	\$120 00
Fuel and Light to Barracks.....	1,700	1,700
Uniforms, accoutrements and bedding ..	3,100	3,100
Lodging allowance.....	1,500	1,920
Purchase of forage for six horses (payable on certificate of Minister of Justice). ..	200	1,200
	<u>\$6,620 00</u>	<u>\$8,040 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>

IV. Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(d) Constabulary—(1) Police (concluded).</i>		
Annuities—		
Allowance to one man, \$333.33	\$333 33	\$333 33
“ two men, at \$280	840	560
“ three men, at \$240	720	720
“ one man		237 25
“ three men, at \$200	600	600
“ one man at \$189.10.....	189 10	189 10
	<u>\$2,816 43</u>	<u>\$2,639 68</u>
Total for Constabulary—(1) Police	<u>\$52,249 18</u>	<u>\$64,587 43</u>
<i>(d) Constabulary—(2) Fire Department.</i>		
Salaries—		
5 Chief Officers—one at \$400, two at \$800, and two at \$600.....	\$3,200 00	\$3,200 00
2 Sergeants at \$500	1,000	1,000
2 Engineers at \$475	950	950
17 Constables at \$456.25	7,756 25	7,756 25
Typewriter, etc.....	200	200
	<u>\$13,106 25</u>	<u>\$13,106 25</u>
Pension—		
One man		
Supplies—		
Uniforms and accoutrements.....	\$800 00	\$800 00
Fuel and Light for stations	1,700	1,700
Forage and up-keep and purchase of horses (payable on certificate of Minister of Justice).....	2,800	2,800
	<u>\$5,300 00</u>	<u>\$5,300 00</u>
Repairs—		
Repairs to building, painting, furnishing, etc. (payable on certificate of Minister of Justice)	\$550 00	\$550 00
Additional Aid—		
Reserve men, three stations	\$650 00	\$650 00
Subsidy to Southside men.....	200	200
	<u>\$850 00</u>	<u>\$850 00</u>
Machinery—		
2,000 feet hose, carriage, upkeep of the chemical engine, harness, ladders, etc	\$2,200 00	\$2,200 00

IV. Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(e) St. John's Penitentiary (concluded).</i>		
Fuel and Light—		
Fuel and Light.....	\$1,000 00	\$1,000 00
Repairs—		
Repairs ..	\$600 00	\$600 00
Total for Penitentiary	\$14,236 00	\$14,776 00
<i>(f) 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
Gaol Surgeon, Harbor Grace	125	125
Turnkey, Harbor Grace Gaol	254	254
	\$1,293 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	3,050	600
	\$5,550 00	\$3,100 00
Supplies—		
Rent Outport Court Houses	\$400 00	\$400 00
Prisoners' Diet	1,300	1,300
Clothing and Washing	400	400
Cleansing.....	300	300
Furnishing	600	600
Incidentals	400	400
Wages	350	350
	\$3,750 00	\$3,750 00
Total for Court Houses and Gaols	\$12,693 00	\$10,243 00

IV. Administration of Justice (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<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	50
Total for Local Constables	<u>\$1,142 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	500
	<u>\$7,000 00</u>	<u>\$6,500 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>\$7,150 00</u>

V. Legislation.

AMOUNT TO BE VOTED, \$32,615.00.

	Estimate 1906—1907.	Estimate 1907—1908.
Legislative Council.....	\$6,570 00	\$6,570 00
House of Assembly	19,770	20,320
General	5,125	5,725
	<u>\$31,465 00</u>	<u>\$32,615 00</u>

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<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, etc	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 00</u>	<u>\$11,650 00</u>

V. Legislation—(concluded.)

DETAIL (concluded.)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(b) House of Assembly (concluded.)</i>		
Brought forward.....	\$11,650 00	\$11,650 00
Salaries—		
Six Reporters, at \$150 each	900	900
Stenographer	100	100
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>\$13,650 00</u>	<u>\$13,750 00</u>
Printing—		
Journal, printing	\$1,000 00	\$1,000 00
Binding	300	300
Debates	2,200	2,200
Miscellaneous Papers	1,000	1,200
	<u>\$4,500 00</u>	<u>\$4,700 00</u>
Contingencies—		
Newspapers	\$500 00	\$500 00
Telegrams and Postage	120	120
Stationery	250	250
Tradesmen's Accounts	250	250
Sundries	500	750
	<u>\$1,620 00</u>	<u>\$1,870 00</u>
Total for House of Assembly.....	<u>\$19,770 00</u>	<u>\$20,320 00</u>
<i>(c) General.</i>		
Salaries—		
Law Clerk.....	\$750 00	\$750 00
Engrossing	320 00	320
Fireman.....	260	260
Keeper of Building	300	300
	<u>\$1,630 00</u>	<u>\$1,630 00</u>
Printing—		
Printing and Binding and Gazetting Acts.....	\$1,400 00	\$2,000 00
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>\$5,725 00</u>

VI. Education.

TO BE VOTED AS PER STATEMENT A., \$3,800.00.

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1906—1907.	Estimate 1907—1908.
Contingencies.....		\$1,500 00	\$1,500 00
Extra Grant.....		1,000	1,000
Teachers' Pension Fund.....		1,000	1,300
		<u>\$3,500 00</u>	<u>\$3,800 00</u>
B.—Expenditure authorized by Statute.			
Scholarships.....	(a)	\$600 00	\$600 00
Pensions	(b)	300	300
Grants to Boards.....	(c)	133,507 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)	7,880	7,880
(b) Additional.....		1,122 45	1,122 45
Industrial Education.....	(j)	3,767 61	3,767 61
Council of Higher Education.....	(k)	7,500	7,500
		<u>\$247,323 66</u>	<u>\$247,323 66</u>
<i>Summary.</i>			
A.—To be Voted.....		\$3,500 00	\$3,800 00
B.—Authorized by Statute.....		247,323 66	247,323 66
Total.....		<u>\$250,823 66</u>	<u>\$251,123 66</u>

VI. Education (continued).

DETAIL (continued.)

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
Contingencies—		
Stationery and Printing (ordinary), and for Matriculation Examinations, etc	\$500 00	\$500 00
Printing reports of Inspectors of Education	1,000	1,000
	\$1,500 00	\$1,500 00
Grant for places not included in census, and other contingent expenses	1,000 00	1,000 00
Teachers' Pension Fund	1,000	1,300
Total (A)	\$3,500 00	\$3,800 00

B. — Expenditure authorised by Statute.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(a) Scholarships.</i>		
The Diamond Jubilee Scholarship	\$600 00	\$600 00
<i>(b) Pensions.</i>		
James Munn	\$300 00	\$300 00
<i>(c) Grants to Boards.</i>		
Roman Catholic	\$45,987 36	\$45,987 36
Church of England	44,490 74	44,490 74
Methodist	37,409 56	37,409 56
Salvation Army	4,018 27	4,018 37
Presbyterian	912 26	912 26
Congregational	581 36	581 36
Other Denominations	107 89	107 89
	\$133,507 54	\$133,507 54

VI. Education—continued.

DETAIL.

B.—Expenditure Authorized by Statute.	Estimate 1906—1907.	Estimate 1907—1908.
<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 34	61 34
Congregational	39 10	39 10
Other Denominations ..	7 26	7 26
	\$9,000 00	\$9,000 00
<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
	\$9,194 13	\$9,194 13
<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	355 22	255 22
Presbyterian	57 94	57 94
Congregational	36 93	36 93
Other Denominations ..	6 86	6 86
	\$8,500 00	\$8,500 00
<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
	\$52,500 00	\$52,500 00
<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
	\$13,451 93	\$13,451 93

VI. Education (concluded).

DETAIL (concluded).

B.—Expenditure Authorized by Statute.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(i) Inspection.</i>		
<i>(a) Salaries—</i>		
Roman Catholic Superintendent	\$1,620 00	\$1,620 00
Roman Catholic Superintendent, Harbor Grace.....	1,620	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
	<u>\$7,880 00</u>	<u>\$7,880 00</u>
<i>(b) Additional—</i>		
Roman Catholic	\$84 32	\$84 32
Church of England.....	566 47	566 47
Methodist	107 05	107 05
Salvation Army.....	260 70	260 70
Presbyterian.....	59 19	59 19
Congregational	37 72	37 72
Other Denominations	7 00	7 00
	<u>\$1,122 45</u>	<u>\$1,122 45</u>
<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
	<u>\$3,767 61</u>	<u>\$3,767 61</u>
<i>(k) Council of Higher Education.</i>		
Amount of Grant	\$7,500 00	\$7,500 00
	<u>\$247,323 66</u>	<u>\$247,323 66</u>

VII. Public Charities.

AMOUNT TO BE VOTED \$242,587.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1906—1907.	Estimate 1907—1908.
<i>SUMMARY.</i>			
Relief of the poor (proper)	(a)	\$143,317 00	\$143,317 00
In aid of Charitable Societies.....	(b)	9,912	9,912
Lunatic Asylum—Salaries and Maintenance.....	(c)	32,814	32,894
General Hospital—Salaries and Maintenance	(d)	25,771	26,401
Poor Asylum—Salaries and Maintenance.....	(e)	15,186	14,686
Public Health—St. John's and Outports	(f)	9,677	9,677
Lazaretto, St. John's	(g)	1,900	1,900
New Fever Hospital.....	(h)	5,400	3,800
Total		<u>\$243,977 00</u>	<u>\$242,587 00</u>

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(a) Relief of the Poor Department.</i>		
Salaries—		
(a) 1. The Commissioner.....	\$1,800 00	\$1,800 00
2. St. John's Offices—		
The Inspector and Accountant	\$800 00	\$800 00
The Cashier	600	600
The Book-keeper	600	600
	<u>\$2,000 00</u>	<u>\$2,000 00</u>
3. Outport Offices—		
Relieving Officers—		
Kelligrews	\$40 00	\$40 00
Harbor Main	40	40
Conception	40	40
Brigus	100	100
Port-de-Grave	100	60
North River.....		40
Bay Roberts.....	100	100
Harbor Grace.....	375	375
Spaniard's Bay	75	75
Carbonear.....	250	250
Different Division. { Freshwater, Bay-de-Verde.....	200	200
{ Broad Cove.....		
{ Western Bay.....		
{ Northern Bay		
{ Lower Island Cove.....		
{ Bay-de-Verde.....		
{ Grate's Cove		
Hant's Harbor.....	60	60
Heart's Content.....	50	50
New Harbor	30	30
	<u>\$1,460 00</u>	<u>\$1,460 00</u>

VII. Public Charities (continued)

DETAIL (continued).

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(a) Relief of the Poor Department (continued).</i>		
Brought forward.....	\$1,460 00	\$1,460 00
Salaries—Relieving Officers (concluded)—		
Trinity.....	40	40
Britannia Cove.....	40	40
Catalina.....	60	60
Bonavista.....	100	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
Burgeon.....	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.....	\$3,442 00	\$3,442 00
Total Salaries, St. John's.....	3,800	3,800
New Offices—		
Salaries, if required, for new offices established by Order in Council.....	200	200
Total Salaries.....	\$7,442 00	\$7,442 00

VII. Public Charities (continued).

DETAIL (continued).

DETAIL.	Estimate 1906—1907.	Estimate 1907—1908.
(a) Relief of the Poor Department (continued).		
(b) Medical Attendance to Paupers—		
1. Salaries—		
Four District Surgeons :		
St. John's, \$208.25 each.....	\$833 00	\$833 00
One District Surgeon :		
Harbor Grace.....	416	416
Placentia	60	60
Bay Roberts and Port-de-Grave.....	240	240
Burgeo	60	60
Channel.....	40	40
	\$1,640 00	\$1,649 00
2. Casual Attendance, Outports.....	3,000	3,000
3. Emergency Cases.....	700	700
Total Medical Attendance	\$5,349 00	\$5,349 00
(c) Regular Relief—		
Permanent and Casual Poor :		
Widows, Orphans, Aged, Infirm.....	\$115,000 00	\$115,000 00
(d) Orphanages—		
Church of England—Male and Female	\$2,100 00	\$2,100 00
Roman Catholic—Female	2,850	2,850
Methodist—Female	600	600
Roman Catholic—Male.....	1,000	1,000
	\$6,550 00	\$6,550 00
(e) Pauper Lunatics	\$1,000 00	\$1,000 00
(f) Conveyance of Sick Poor	\$1,000 00	\$1,000 00
(g) Conveyance Sick Fishermen, Labrador.....	\$800 00	\$800 00
(h) Extraordinary Expenditure—		
Fire Sufferers, Artificial Limbs, etc.....	\$2,000 00	\$2,000 00
(i) Contingencies—		
Printing and Stationery.....	} \$705 00 }	} \$705 00 }
Postage and Telegrams.....		
Fuel and Light		
Sundries, Telephone, etc		
	\$705 00	\$705 00
(j) Rent	\$471 00	\$471 00
(k) Shipwrecked Crews—		
Shipwrecked Crews, including allowance for keeping accounts \$100.....	\$3,000 00	\$3,000 00

VII. Public Charities (continued):

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(a) Relief of the Poor Department (concluded).</i>		
(a) Salaries—St. John's	\$3,800 00	\$3,800 00
" —Outports.....	3,442	3,442
New Offices—Salaries, if required, for new offices established by Order in Council	200	200
	7,442 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.....	\$143,317 00	\$143,317 00
<i>(b) Charitable Societies.</i>		
Halifax Institute for the Blind, 13 at \$180.....	\$2,340 00	\$2,340 00
" " for the Deaf and Dumb, 10 at \$165	1,650	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	500
Harbor Grace Industrial School.....	400	400
R.N.M.D.S. Mission Hospital, Battle Harbor, Labrador.....	500	500
" " " Indian Harbor, Labrador.....	500	500
" " " St. Anthony, District St. Barbe	500	500
Moravian Church Hospital, Okak, Labrador.....	200	200
Convalescent Home.....	400	400
	\$9,912 00	\$9,912 00

VII—Public Charities (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<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
	<u>\$8,744 00</u>	<u>\$8,744 00</u>
Contingencies—		
Stationery	} \$200 00	\$200 00
Sundries		
	<u>\$200 00</u>	<u>\$200 00</u>
Supplies—		
Rations	\$13,700 00	\$13,700 00
Clothing	2,500	2,500
Incidentals, viz.: Medicines, Graves, Forage, Straw, Repairs to Furniture, etc.	1,800	1,800
	<u>\$18,000 00</u>	<u>\$18,000 00</u>
Fuel and Light—		
Coal, etc	\$4,500 00	\$4,500 00
Repairs—		
Repairs	1,370	1,450
Total for Lunatic Asylum	<u>\$32,814 00</u>	<u>\$32,894 00</u>
<i>(d) General Hospital.</i>		
Salaries—		
Resident Physician	\$1,700	} \$1,900 00
Cab Hire	200	
Assistant Physicians, two at	180	360
Seaman's Physician, two at	40	80
Electro-Therapeutics—Physician		300
Carried forward	<u>\$2,340 00</u>	<u>\$2,640 00</u>

VII.—Public Charities (continued).

DETAIL (continued.)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(d) General Hospital (concluded).</i>		
Brought forward.....	\$2,340 00	\$2,640 00
Salaries—		
The Matron	480	480
The Superintendent of Nurses	480	480
Messenger and Fireman.....	180	300
Male Attendant (1).....	320	320
Seamstress.....	80	80
Laundresses, 2; Housemaid, 1; and three Servants; 6 at \$70.....	432	432
Cook.....	120	120
Nurses—		
Night Superintendent.....	144	144
Head Nurse	100	100
Probationers, six at \$100.....	300	600
“ four at \$72	288	288
“ four at \$48	432	192
Additional Help in Hospital and Laundry.....	150	150
To cover increase in salary of Probationers ...	350	500
	<u>\$6,196 00</u>	<u>\$6,826 00</u>
Contingencies—		
Stationery.....	} \$75 00	\$75 00
Printing, Telegrams, Postage and Incidentals.....		
	<u>\$75 00</u>	<u>\$75 00</u>
Supplies—		
Rations ..	\$11,700 00	\$11,700 00
Medicines, Wines, Spirits	2,400	2,400
Clothing, Bedding, etc	600	600
Sundries.....	1,000	1,000
	<u>\$15,700 00</u>	<u>\$15,700 00</u>
Fuel and Light.....	\$2,800 00	\$2,800 00
Repairs	1,000	1,000
	<u>\$25,771 00</u>	<u>\$26,401 00</u>
<i>(e) Poor Asylum.</i>		
Salaries—		
The Superintendent.....	\$500 00	\$500 00
Allowance for horse hire.....	50	50
The Matron	150	150
The Attendant Physician.....	50	50
Two Male Attendants—one at \$280; one at \$40	320	320
Ten Male Attendants—one at \$114; one at \$108; four at \$84; four at \$72.....	846	846
One Nightwatchman.....	360	360
	<u>\$2,276 00</u>	<u>\$2,276 00</u>
Contingencies—		
Stationery.....	} \$110 00	\$110 00
Postage		
Sundries, including Telephone.....		
	<u>\$110 00</u>	<u>\$110 00</u>

VII. Public Charities (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(e) Poor Asylum (concluded).</i>		
Maintenance—		
Rations	\$7,800 00	\$7,800 00
Clothing and Bedding.....	1,150	1,150
Sundries, utensils, cleaning, etc.....	1,000	1,000
	<u>\$9,950 00</u>	<u>\$9,950 00</u>
Fuel and Light	\$1,350 00	\$1,350 00
Repairs.....	1,500	1,000
Total for Poor Asylum.....	<u>\$15,186 00</u>	<u>\$14,686 00</u>
<i>(f) Public Health</i>		
Salaries—		
Public and Medical Health Officer	\$2,000 00	\$2,000 00
Matron, Fever Hospital	400	400
Attendant Physician, Fever Hospital	100	100
Matron, Hospital, Signal Hill.....	120	120
Inspector and Keeper of Office.....	580	580
Messenger and Fireman at Fever Hospital.....	180	180
Two Attendants at \$72.....	144	144
Inspector of Meats.....	250	250
Fireman and Messenger, New Fever Hospital.....	180	180
	<u>\$3,954 00</u>	<u>\$3,954 00</u>
Contingencies—		
Rent of Office, \$110 ; Fuel and Light, \$25 ; Cleaning, \$28..	\$163 00	\$163 00
Printing and Stationery	50	50
Doctors' Reports on Infectious Cases	130	130
Drugs, etc.....	25	25
Cab-hire outlying ports.....	75	75
	<u>\$443 00</u>	<u>\$443 00</u>
Conveyance—		
For Conveyance, Burials, Graves	\$200 00	\$200 00
Total for St. John's	<u>\$4,597 00</u>	<u>\$4,597 00</u>
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		
	<u>\$3,000 00</u>	<u>\$3,000 00</u>
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
	<u>\$2,000 00</u>	<u>2,000 00</u>
Total Outports.....	\$5,080 00	\$5,080 00
Total for St. John's.....	4,597	4,597
Total for Public Health	<u>\$9,677 00</u>	<u>\$9,677 00</u>

VII. Public Charities (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<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
	<u>\$1,200 00</u>	<u>\$1,200 00</u>
Fuel and Light	\$300 00	\$300 00
Repairs to Lazaretto	\$400 00	\$400 00
	<u>\$1,900 00</u>	<u>\$1,900 00</u>
<i>(h) New Fever Hospital.</i>		
Maintenance and Supplies—		
Rations	\$1,500 00	\$2,500 00
Medicines, Wines and Disinfectants.....	400	800
	<u>\$1,900 00</u>	<u>\$3,300 00</u>
Fuel and Light	\$500 00	\$500 00
Fumigator.....	3,000	.....
Total.....	<u>\$5,400 00</u>	<u>\$3,800 00</u>

VIII. Lighthouses, Blockhouse, Noon & Fog Guns.

AMOUNT TO BE VOTED, \$69,687.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906-1907.	Estimate 1907-1908.
<i>Lighthouses.</i>		
Salaries	\$31,655 00	\$32,489 00
Maintenance	29,625	29,760
Contingencies.....	300	300
Repairs	3,675	4,000
	\$65,255 00	\$66,549 00
<i>Blockhouse.</i>		
Salaries	\$600 00	\$600
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
Total.....	\$550 00	\$550 00
<i>Lighthouses -Salaries.</i>		
Station :		
Red Bay.....		\$60 00
Five Stations in White Bay.....	\$150 00	250
Gull Island—		
Keeper, \$444; Assistant, \$348.....	792	792
Courier.....	60	60
Nipper's Harbor—		
Keeper.....	300	300
Great Denier Island—		
Keeper	225	225
South End Long Island—		
Keeper, \$444; Assistant \$348	792	792
Courier.....	60	60
Long Point, Twillingate—		
Keeper	462	462
Assistant	348	348
Wharf Light, Twillingate—		
Keeper.....	100	100
Bacalhao, North—		
Keeper	528	528
Fogo Harbor—		
Keeper		204
Brook's Point.....	360	360
Change Island—		
Keeper	300	300
Cann Island—		
Keeper	450	450
Carried forward.....	\$4,927 00	\$5,291 00

VIII. Lighthouses, Blockhouse, &c. (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Lighthouses—Salaries—(continued.)</i>		
Brought forward.....	\$1,927 00	\$5,291 00
Station:		
Seldom-Come-By—		
Fog Alarm Keeper.....	528	528
Tilton Harbor—		
Keeper.....	100	100
Wadham Island—		
Keeper.....	528	582
Penguin Island—		
Keeper.....	582	582
Cabot Island—		
Keeper.....	582	582
Courier.....	60	60
Puffin Island—		
Keeper.....	360	360
Little Denier Island—		
Keeper.....	528	528
King's Cove Head—		
Keeper.....	252	252
Squarry Head—		
Keeper.....	204	204
Cape Bonavista—		
Keeper.....	462	462
Assistant.....	348	348
Green Island Light and Alarm—		
Keeper and Engineer.....	444	444
Assistant.....	348	348
Fort Point, Trinity—		
Keeper.....	150	150
Random Island—		
Keeper.....	528	528
Heart's Content—		
Keeper.....	252	252
Hant's Harbor—		
Keeper.....	150	150
Baccalieu, South—		
Keeper, including Assistant.....	720	720
Courier.....	80	80
Baccalieu—		
Fog Alarm Keeper and Assistant.....	528	528
Western Bay—		
Keeper Fog Station.....	528	528
Carbonear Island—		
Keeper.....	360	360
Harbor Grace Island—		
Keeper.....	360	360
Harbor Grace Beacon—		
Keeper.....	200	200
Bar Buoys.....	40	40
Green Point, Bay Roberts—		
Keeper.....	204	204
Brigus—		
Keeper.....	360	360
Cape St. Francis—		
Keeper.....	462	462
Engineer.....	420	420
Carried forward.....	\$15,607 00	\$16,013 00

VIII. Lighthouses, Blockhouse, &c. (continued.)

DETAIL (continued.)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Lighthouses,—Salaries (continued).</i>		
Brought forward.....	\$15,607 00	\$16,013 00
Station :		
Fort Amherst—		
Keeper	462	} 700
Assistant	348	
Leading Lights, St. John's—		
Keeper	320	320
Cape Spear—		
Keeper	462	462
Engineer	420	420
Assistant Keeper	348	348
Bay Bulls		528
Ferryland—		
Keeper	600	600
Powell's Head—		
Keeper, \$408; Assistant, \$384.....	792	792
Cape Pine—		
Keeper	650	650
Point LaHaye—		
Keeper	252	252
Cape St. Mary's—		
Keeper	462	462
Assistant	348	348
Courier.....	10	20
Point Verde—		
Keeper	360	360
Point Latina—		
Keeper	252	252
Long Island, Placentia—		
Keeper	528	528
Courier	60	60
Burin—		
Fog Bell Keeper	300	300
Dodding Head—		
Keeper.....	444	444
Assistant	348	348
Lamalaine—		
Keeper	150	150
Brunette—		
Keeper	666	666
Grand Bank—		
Keeper	150	150
Garnish—		
Keeper	150	150
Belloram—		
Keeper.....	150	150
Rocky Point—		
Keeper	150	150
Sagona—		
Keeper Fog Signal	60	60
Pass Island—		
Keeper	360	360
Gaultois—		
Keeper	150	150
Carried forward.....	\$25,359 00	\$26,193 00

VIII. Lighthouses, Blockhouse, &c. (continued.)

DETAILS (continued.)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Lighthouses—Salaries (concluded).</i>		
Brought forward.....	\$25,359 00	\$26,193 00
Station :		
Ramea Island :		
Keeper	528	528
Boar Island :		
Keeper	360	360
Ireland Island :		
Keeper	560	560
Rose Blanche :		
Keeper of Lighthouse	408	408
Keeper Fog Alarm.....	528	528
Isle-aux-Morts :		
Keeper	150	150
Channel Range Lights and Buoys :		
Keeper	360	360
Channel Head Light and Fog Signal :		
Keeper	810	810
Sandy Point :		
Keeper	204	204
Bay of Islands :		
Keeper	300	300
Lobster Cove Head :		
Keeper	528	528
Kepple Island :		
Keeper	300	300
Double Island :		
Keeper	528	528
Indian Tickle :		
Keeper	528	528
St. Michael's Head.....	204	204
Total.....	\$31,655 00	\$32,489 00
<i>Lighthouses—Maintenance.</i>		
Maintenance—		
Six Beacons		\$240 00
Gull Island.....	\$450 00	450
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	150
Bacalhao, North	200	200
Fogo Harbor.....		75
Joe Bats Arm, Brookes Point.....	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 00
Carried forward.....	\$6,370 00	\$6,805 00

VIII. Lighthouses, Blockhouse, &c. (continued.)

DETAIL (continued.)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Lighthouses—Maintenance, etc. (continued).</i>		
Brought forward.....	\$6,370 00	\$6,805 00
Maintenance—		
Fort Point, Trinity.....	130 00	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.....		
Green Point, Bay Roberts.....	150	150
Brigus.....	200	200
Cape St. Francis—Light and Alarm.....	1,400	1,400
Cape St. Francis.....	100	50
Fort Amherst.....	400	400
Leading Lights, St. John's—special \$500.....	420	920
Cape Spear—Light and Alarm.....	1,300	1,300
Bay Bulls.....		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.....	150	150
Dodding Head.....	500	500
St. Lawrence.....	300	300
Lamaline.....	200	200
Brunette.....	600	600
Grand Bank.....	100	100
Garnish.....	100	100
Belloram.....	130	130
St. Jacques.....		300
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	1,100
do and Buoys.....	200	200
Sandy Point.....	200	200
Bay of Islands.....	200	200
Lobster Cove Head.....	250	250
Kepple Island.....	400	200
Double Island, Labrador.....	300	300
Indian Tickle, Labrador.....	200	200
Carried forward.....	\$26,375 00	\$26,510 00

VIII. Lighthouses, Blockhouse, &c.—(concluded).

DETAIL. (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Lighthouses—Maintenance, etc. (concluded.)</i>		
Brought forward.....	\$26,375 00	\$26,510 00
Maintenance—		
General Lighthouses	3,000	3,000
Guiding Marks in Harbors on Treaty Coast	250	250
For General Repairs and up-keep of the Service	3,675	4,000
Contingencies—		
Telegrams, Printing, and Advertising, Stationery... ..	300	300
	<u>\$33,600 00</u>	<u>\$31,060 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, \$18,120.00

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
Surveys— Petty Surveys.....	\$1,500 00	\$1,500 00
Preservation of Sheep— Amount required for destroying dogs, cost of Proclama- tions	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	1,500
Board of Agriculture.....	4,000	4,000
Exploration of Coal Areas	7,000	.....
Farms and Fencing .....	.....	3,000
Total.....	<u>\$22,720 00</u>	<u>\$18,120 00</u>

X. Marine and Fisheries.

AMOUNT TO BE VOTED, \$77,740.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<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	.....
“ “ “ of Fishery Expert.....	300	300
Lobster Label expenses.....	.....	1,500
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 Master and Mates—		
Instructors to Masters and Mates and Assistant Examiners.....	540	540
In aid of Instruction in Drawing for Mechanical Engineers.....	.....	300
Cold Storage for Bait.....	5,000	5,000
Enforcement of Bait Laws.....	8,000	8,000
	\$43,240 00	\$44,740 00
<i>Home Industries.</i>		
Shipbuilding—		
Bounty on Ships Built.....	\$4,000 00	5,000
Marine Works.....	\$15,000 00	\$15,000
Fog Alarms and Lighthouses.....	.....	10,000
Dredging.....	.....	3,000
	\$62,240 00	\$77,740 00

XI. Roads, Bridges, Ferries and Railways.

AMOUNT TO BE VOTED, \$175,887.00.

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Roads.</i>			
Local, viz:—			
District of St. Barbe		\$2,534 00	\$2,534 00
“ Twillingate		6,069	6,069
“ Fogo.....		2,360	2,360
“ Bonavista.....		6,413	6,413
“ Trinity.....		6,456	6,456
“ Bay-de-Verde.....		3,065	3,065
“ Carbonear		1,567	1,567
“ Harbor Grace		3,953	3,953
“ Brigus and Port-de-Grave.....		2,322	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
“ Burgoe 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	\$65,660 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	\$162,302 00
Ferries.....	(e)	\$9,706 00	\$9,635 00
Railways.....	(f)	\$4,250 00	\$3,950 00
Total.....		\$174,178 00	\$175,887 00
<i>Total for Summary.</i>			
A.—Roads.....		\$160,222 00	\$162,302 00
Ferries.....		9,715	9,635 00
Railways.....		4,250	3,950 00
Total.....		\$174,187 00	\$175,887 00

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

DETAIL (continued).

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(a) Main Roads.</i>		
Road in the District of St. Barbe.....	\$2,225 00	\$2,225 00
Shoe Cove to LaScie	100	100
Round Harbor to Tilt Cove.....	75	75
Round Harbor to Snook's Arm.....	75	75
Snook's Arm to Bett's Cove.....	50	50
Bett's Cove to Rouge Harbor.....	90	90
Rouge Harbor to North-West Arm	65	65
Little Bay Mines towards Indian Brook.....	500	500
Jackson's Cove to King's Cove.....	100	100
Jackson's Cove to Birchy Cove and Colchester.....	65	65
Southern Harbor, Little Bay Island to Sulian's Cove.....	50	50
Lush's Bight to Ward's Harbor.....	100	100
Fortune Harbor to Cottrell's Cove.....	100	100
New Bay Head to Fortune	40	40
Exploits to Sergeant's Cove.....	40	40
Black Island Tickle to Keir's Cove....	57	57
Moreton's Harbor to Change Harbor.....	60	60
Moreton's Harbor to Western Head	115	115
Tizzard's Harbor to Carters'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 Line.....	20	20
Little Harbor to Purcell's Harbor, across Marsh.....	50	50
Little Harbor to Jones' Cove.....	30	30
Drurell's Arm to Codjack's Cove.....	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
Tilting 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 Arm.....	400	400
Plate Cove towards Brown's Marsh.....	125	125
Open Hall towards Brown's Marsh.....	100	100
Brown's Marsh towards King's Cove.....	125	125
Tickle Cove to Plate Cove.....	200	200
Carried forward.....	\$9,366 00	\$9,366 00

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

DETAIL (continued).

A.—Estimate of Expenditure* for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
(a) Main Roads (continued).		
Brought forward.....	\$9,366 00	\$9,366 00
King's Cove to Tickle Cove.....	200	200
Trinity to King's Cove.....	800	800
King's Cove to Bonavista.....	500	500
Amherst Cove to Catalina	300	300
Bonavista to Catalina	410	410
Bonavista to Elliston.....	100	100
Catalina to Elliston	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 Roads.....	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 Lower Island Cove.....	400	400
Old Perlican to Bay-de-Verde.....	200	200
Grate's Cove to Bay-de-Verde	200	200
Bay-de-Verde to Red Head Cove	100	100
Carbonear to Bay-de-Verde.....	1,250	1,250
Carbonear to Perry's Cove via Freshwater.....	100	100
Brigus to Carbonear.....	1,000	1,000
Upper Island Cove to Harbor Grace.....	200	200
Upper Island Cove to Tilton.....	130	130
Tilton to Brazil's Hill.....	50	50
Tilton to Spaniard's Bay	120	120
Spaniard's Bay to Bishop's Cove.....	200	200
Central Road, Bay Roberts.....	600	600
Road to Point, Bay Roberts	200	200
Agricultural Road, Coley's Point	400	400
Hallstown to Snow's Pond.....	200	200
South Pond Road, Brigus	200	200
Brigus Main Line to Nine Island Pond.....	150	150
Roach's Pond, Cupids.....	250	250
Goulds and on Long Harbor Road.....	150	150
Goulds and on Turkswater Road.....	500	500
Quigley's to Brigus	1,500	1,500
Conception Harbor, Collier's and Bacon Coves.....	150	150
Salmon Cove, Gaster's	100	100
Holyrood, through Seal Cove.....	100	100
Holyrood to Witless Bay.....	650	650
Manuel's to Price's	100	100
Horse Cove to Topsall.....	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).

A—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
(a) Main Roads (continued).		
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	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
River Head to Mall Bay.....		80
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	3,000
Annual cost, right of way to pier at Grand Bank.....	30	30
Keeping said road in good condition.....	20	20
Total.....	\$63,580 00	\$65,660 00
(b) Construction and Repairs to Roads.....		
	\$20,000 00	\$20,000 00
(c) Salaries.		
Keeping Half-way House, Salmonier.....	\$162 00	\$162 00
Keeping Half-way House, Heart's Content—Carbonear.....	280	280
Keeping Half-way House, Trinity—Catalina.....	200	200
Keeping Half-way House, Renewes—Trepassey.....	40	40
Keeping Half-way House, New Harbor—Burin.....	20	20
	\$702 00	\$702 00
(d) Lighting St. John's Streets.		
Amount payable to Municipal Council for St. John's Streets...	\$8,000 00	\$8,000 00
Amount payable to Municipal Council for Lighting South Side Roads, half cost.....	250	250
	\$8,250 00	\$8,250 00

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

DETAIL (continued).

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(c) Ferries.</i>		
Norris' Point to Cunzon Village and Woody Point.....	\$ 12 00	\$ 12 00
Wild Cove to Bear Cove, White Pay	160	160
Gillard's Cove to Tizzard's Harbor.....	70	70
Little Bay to Three Arms	110	110
Jones' Cove to Main Tickle to Merrill'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-	80	80
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-	110	110
ard's Island	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 Islands.....	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 Clarendville	150	150
Britannia Cove to Burgoyne's Cove	80	80
Snook's Harbor to Foster's Point Whiterock.....	90	90
Harbor Grace, South South to North Side	189	189
Coley's Point to Bay Roberts.....	120	120
Duff's to Chaple Cove.....	90	90
Chaple Cove to Duff's.....	75	75
North Arm to South Side, Holyrood.....	50	50
Kitchues to South Side of Conception Bay.....	50	50
Bell Island to Topsail.....	156	156
Portugal Cove to Bell Island.....	180	180
Aquaforte.....	12	12
Aquaforte to Fermuse.....	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
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.....	\$4,960 00	\$4,960 00

XI. Roads, Bridges, Ferries, &c. (concluded).

DETAIL (concluded).

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906-1907.	Estimate 1907-1908.
(e) <i>Ferries</i> (concluded).		
Brought forward.....	\$4,960 00	\$4,960 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
Marytown, Mortier Bay, North Side to South Side.....	150	150
Across Little Bay, Mortier Bay.....	90	90
Little Bay to Coomb's Cove.....	100	100
Jersey Harbor, South Side to North Side, thence to Hr. Breton	140	140
Harbor Breton, South Side to North Side.....	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 LeCue 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.....	40	40
Across Highlands' River Brook.....	60	60
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	1,000	1,000
Total for Ferries.....	<u>\$9,635 00</u>	<u>\$9,635 00</u>
(f) <i>Railways</i> .		
Salaries—		
Masonry and Inspectors, Bridges, etc.....	\$3,000 00	\$3,000 00
Clerk in Government Engineer's Office.....	300	.....
Contingencies—		
Travelling and office expenses, including stationery, drawing materials, instruments etc.....	950	950
	<u>\$4,250 00</u>	<u>\$3,950 00</u>

XII.—Postal and Telegraph Department.

AMOUNT TO BE VOTED \$392,722.50.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Summary.</i>		
Salaries—		
General Post Office and Money Order Office.....	\$6,600 00	\$6,600 00
Travelling Post Offices.....	6,710	7,230
St. John's Post Office.....	13,420	13,420
	\$26,730 00	\$27,250 00
Outport Postmasters.....	17,002 00	\$17,434 00
Labrador.....	886	916
Couriers.....	32,897 10	34,757 50
	\$77,515 10	\$80,357 50
Steam Subsidies—		
Ocean.....	31,014 00	\$31,014 00
Coastal.....	154,825	166,250
Railways.....	42,000	42,000
	\$305,354 10	\$319,621 50
Contingencies.....	14,675	14,925
Total Postal Votes.....	\$320,029 10	\$334,546 50
Telegraphs.....	50,238 00	58,176 00
Grand Total.....	\$370,267 10	\$392,722 50

XII.—Postal and Telegraph Department (continued)

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906-1907.	Estimate 1907-1908.
<i>General Post Office.</i>		
Chief Clerk and Accountant.....	\$1 200 00	\$1 200 00
Assistant Accountant.....	800	800
Secretary to Postmaster General.....	650	650
Dead Letter and Stamp Clerk.....	550	550
Junior Clerk.....	300	300
<i>Money Order Office</i>		
Superintendent M. O. Office.....	1 200	1 200
First Clerk.....	800	800
Second Clerk.....	550	550
Third Clerk.....	550	550
	\$6 600 00	\$6 600 00
<i>Travelling Post Offices</i>		
Placentia Railway.....	450 00	\$450
Conception Bay Mail Clerk.....	450	450
Port-aux-Basques and Sydney.....	650	650
Bonne Bay 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
Fogo District Steamer.....		260
Fortune District Steamer.....		260
	\$6 710 00	\$7 230 00
<i>St. John's Post Office—Registration and Parcel Post Branch.</i>		
Superintendent.....	\$1 000 00	\$1 000 00
Assistant Registration Clerk.....	400	400
First Parcel Clerk.....	800	800
Second Parcel Clerk.....	450	450
Assistant Parcel Clerk.....	400	400
Assistant Parcel Clerk and Storekeeper.....	500	500
<i>Distribution Branch.</i>		
General Delivery Clerk.....	800	800
Clerk in Charge.....	800	800
Foreign Despatching Clerk.....	750	750
Assistant Despatching Clerk.....	750	750
Local Despatching Clerk.....	700	700
“ “.....	650	650
Window Clerk.....	650	650
Newspaper Assorter.....	500	500
General Assorter and Stamper.....	500	500
Carried forward.....	\$9 950 00	\$9 650 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908
<i>Distribution Branch (concluded).</i>		
Brought forward.....	\$9,650 00	\$9 650 00
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
Firman	300	300
Watchman.....	120	120
	\$13,420 00	\$13 420 00
<i>Outport Salaries.</i>		
Admiral's Cove	\$10 00	\$10 00
Adams' Cove	30	30
Amherst Cove.....	15	15
Anderson's Cove.....	15	15
Argentia	50	50
Arnold's Cove.....	24	24
Aquaforte.....	40	40
Avondale.....	80	80
Baie Verte	50	50
Baine Harbor.....	24	24
Balena.....	15	15
Bank Head	15	15
Bareneed.....	30	30
Baron's Island	30	30
Barred Island.....	15	15
Bartlett's Harbor.....	15	15
Bauline	15	15
Bay Bulls	120	120
Pay d'Espoir	15	15
Pay de-Verde	36	36
Bay-du-Nord, F.B.....	15	15
Bay-du Nord, H.B.....	15	15
Bay-L'Argent.....	30	30
Bay of Islands	100	100
Bay Roberts.....	240	240
Beau Bois.....	20	20
Belle Isle	100	100
Bellevue	15	15
Belleoram	60	60
Benoit's Cove.....	15	15
Bett's Cove .....	.....	20
Birchy Bay, N. D. Pay.....	15	15
Birchy Head.....	15	15
Bi-hop's Cove.....	18	18
Bishop's Falls	15	15
Blackhead	60	60
Black Island.....	15	15
	\$1,392 00	\$1 412 00
Carried forward.....		

XII.—Postal and Telegraph Department (continued.)

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$1,392 00	\$1,412 00
Black River.....	30	30
Blaketown.....	15	15
Bonaventure.....	24	24
Bonavista.....	220	220
Bonne Bay.....	90	90
Boot Harbor.....	20	20
Bos Warlos.....		15
Boxey.....	15	15
Boyd's Cove.....	30	30
Branch.....	30	30
Brent's Cove.....	15	15
Brewley.....	15	15
Brigus Cross Roads.....	24	24
Brigus Gullies.....	30	30
Brigus South.....	20	20
Brig Bay.....	15	15
Brien Stand.....		10
British Harbor.....	15	15
Broad Cove, Bay-de-Verde.....	40	40
Broad Cove, Bonavista.....	15	15
Broad Cove, Renewes.....	24	24
Brookfield.....		10
Brooklyn.....	40	40
Bryant's Cove.....		10
Brunette.....	15	15
Bunyan's Cove.....	15	15
Burgeo.....	100	100
Burgeo, Placentia Bay.....	15	15
Burin.....	160	160
Burin Bay Arm.....	15	15
Burin North.....	60	60
Burgoyne's Cove.....	30	30
Burnt Islands, Bonavista.....	15	15
Burnt Islands, Burgeo and LaPoile.....	24	24
Burnt Point.....	24	24
Burying Place.....	15	15
Cambelton.....	30	30
Cape Broyle.....	50	50
Cape Freels.....	15	15
Cape LaHune.....	18	18
Cape Norman.....	15	15
Carmanville (see Western Arm).....		
Cartyville.....	30	30
Cape Race.....		10
Cape Ray.....	24	24
Caplin Bay.....	35	35
Caplin Cove.....	15	15
Carbonear.....	500	500
Carbonear Assistant.....	250	250
Catalina.....	80	80
Cat Harbor.....	15	15
Cat's Cove (Avondale North).....	24	24
Cavendish.....		15
Chance Cove.....	24	24
Change Island.....	40	40
Carried forward.....	\$3,772 00	\$3,862 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Outport Salaries (continued).</i>		
Brought forward	\$3,772 00	\$3,862 00
Channel.....	200	200
Chapel Arm	14	14
Chapel's Cove	30	30
Charlottetown.....	24	24
Clam Bank Cove	10	10
Clareville South	30	30
Clarke's Beach	100	100
Coachman's Cove.....	30	30
Codroy	30	30
Coley's Point.....	30	30
Colinet	15	15
Collier's.....	20	24
Collier's Central	24	24
Collier's Bay Cove	15	15
Come-By-Chance, P.B.....	10	10
Comfort Cove.....	30	30
Conception Harbor	60	60
Conche.....	30	30
Connaigre	15	15
Coomb's Cove	15	15
Corner Brook.....	30	30
Cottell's Island	20	20
Cow Head.....	24	24
Crabb's Brook.....	24	24
Creek	15	15
Cul-de-Sac, West	15	15
Current Island.....	15	15
Cuslett	15	15
Daniel's Cove.....	15	15
Daniel's Harbor	15	15
Daniel's Point	8	8
Dark Tickle	15	15
Deep Bight.....	.....	10
Deer Harbor.....	15	15
Deer Island.....	15	15
Deer Lake.....	24	24
Dildo	25	25
Dunville	30	30
Dog Bay	24	24
Doyle's Station	30	30
Elliott's Cove.....	30	30
Elliston	24	24
Englee	24	24
English Harbor, Trinity.....	24	24
English Harbor, West.....	30	30
Epworth	30	30
Exploits.....	90	90
Fair Islands	20	20
Famish Cove.....	15	15
Farmer's Arm.....	24	24
Fermense, North	24	24
Carried forward	\$5,213 00	\$5,317 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906-1907.	Estimate 1907-1908.
<i>Outport Salaries (continued)</i>		
Brought forward.....	\$5,213 00	\$5,317 00
Fermeuse, Riverhead	80	80
Fermeuse, South.....	15	15
Ferryland	140	140
Flat Islands, Bonavista.....	24	24
Flat Islands, Burin.....	25	25
Flat Rock	24	24
Fleu de Lye.....	.....	10
Flower's Cove	34	34
Fogo	200	200
Fortune Harbor.....	30	30
Foster's Point.....	15	24
Fox Cove, Burin.....	15	15
Fox Cove, Bonavista Bay.....	10	10
Fox Cove, Fortune Bay	15	15
Fox Harbor, Placentia Bay.....	20	20
Fox Harbor, Trinity Bay	15	15
Fox Island.....	15	15
Fox Roost.....	10	10
Fox Trap.....	.....	10
Francois.....	15	15
Fredericton.....	15	15
Freshwater	15	50
Freshwater Road.....	15	15
Gargamelle	15	15
Garnish	24	24
Gaskiers.....	15	15
Gaultois	30	30
Gaulton's Island.....	15	15
George's Brook	24	24
Georgetown	24	24
Glovertown.....	30	30
Goddenville	15	15
Goose Cove.....	15	15
Gooseberry Cove.....	24	24
Gooseberry Island	24	24
Goose Head	20	20
Grand Bank.....	80	80
Grand Beach	15	15
Grand Bruit	30	30
Grand River, Searstown.....	75	75
Grate's Cove.....	25	25
Great Burin	40	40
Great Codroy	80	18
Great Harbor Deep.....	15	15
Great Jervois.....	15	15
Green's Harbor.....	24	24
Griquet	30	30
Groais Island	15	15
Grole	15	15
Gull Island.....	10	10
Harbor Le Cou	10	10
Hant's Harbor.....	.....	50
Happy Adventure.....	15	15
Carried forward.....	\$6,729 00	\$6,885 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$6,729 00	\$6,885 00
Harbor Briton.....	200	200
Harbor Buffett.....	40	40
Harbor Grace.....	400	400
Harbor Grace.....	500	500
Harbor Grace.....	160	160
Harbor Mille.....	15	15
Haricot.....	15	15
Harry's Harbor.....	15	15
Hare Pay.....	15	15
Hatchet Cove.....	15	15
Hauling Point.....	15	.....
Haystack.....	24	24
Heart's Content.....	200	200
Heart's Delight.....	24	24
Heart's Desire.....	15	15
Hermitage Cove.....	36	36
Hickman's Harbor.....	24	24
Highlands.....	24	24
Hodge's Cove.....	24	24
Holyrood.....	80	80
Holyrood, St. Mary's.....	30	30
Hopeall.....	15	15
Holyrood, South Side.....	10	.....
Indian Arm.....	24	24
Indian Harbor.....	15	15
Indian Islands.....	15	15
Ireland's Eye.....	15	15
Island Cove.....	24	24
Island Cove, Randon.....	10	10
Isle-aux-Morts.....	15	15
Jackson's Arm.....	15	15
Jackson's Cove.....	30	30
Jamestown.....	30	30
Jean de Bay.....	15	15
Jersey Harbor.....	15	15
Jersey Side.....	80	80
Job's Cove.....	24	24
Joe Batt's Arm.....	15	15
John's Pond.....	15	15
Katchuse.....	15	15
Keels.....	15	15
Kilbride.....	15	15
Kelligrews.....	30	30
King's Cove.....	100	100
Ladle Cove.....	15	15
Lady Cove.....	24	24
Lally Cove.....	15	15
LaManche.....	15	15
Lance Cove, Belle Isle.....	24	24
Lance Cove, Smith's Sound.....	15	15
Lance Cove, Trinity Bay South.....	24	24
LaPoile.....	40	40
Carried forward.....	\$9,329 00	\$9,460 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Outport Salaries (continued).</i>		
Brought forward	\$9,329 00	\$9,640 00
LaPoile, Great Harbor	20	20
Lark Harbor	15	15
LaScie.....	24	24
Lawn	24	24
Laurencetown	24	24
Leading Tickles.....	30	30
Leading Tickles, West.....	15	15
Lear's Cove.....	15	15
Lee Bight.....	15	15
Lewisporte	30	30
Little Bay	200	200
Little Bay, East.....	15	15
Little Bay, Hermitage Bay	15	15
Little Bay Islands.....	40	40
Little Bay, West.....	15	15
Little Beaver Cove.....	15	15
Little Burnt Bay.....		15
Little Catalina	30	30
Little Fogo Islands.....	15	15
Little Harbor, Twillingate.....	24	24
Little Heart's Ease.....	24	24
Long Beach.....	24	24
Long Harbor	15	15
Loon Bay.....	15	15
Lord's Cove	15	15
Lower English Harbor	15	15
Lushe's Bight.....	15	15
Low Point.....	15	15
Lumbergrass.....	24	24
Main River.....	15	15
Mall Bay.....	15	15
Manuels	30	30
Main Point		10
Marquise	24	24
Marystown	30	30
McCallum Bay.....	15	15
Melrose (see Ragged Harbor)		
Mercer Cove.....		10
Merasheen.....	24	24
Middle Brook.....	24	24
Miller's Passage.....		10
Milltown, Bay D'Espoir	15	15
Millville.....	16	16
Mobile	30	30
Monkstown.....	15	15
Moreton's Harbor.....	50	50
Mose Ambrose.....	24	24
Mosquito, Carbonear	24	24
Mosquito, St. Mary's.....	24	24
Musgrave Harbor.....	40	40
Musgravetown	40	40
Mussell Pond, St. Mary's Bay.....	20	20
New Bay	30	30
New Harbor.....	30	30
Carried forward.....	\$10,607 00	\$10,783 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Outport Salaries (continued).</i>		
Brought Forward	\$10,607 00	\$10,783 00
New Bridge	10	.....
Newman's Cove.....	15	15
New Melbourne.....	24	24
Newtown, Bonavista Bay.....	18	18
Newtown, Holyrood	15	15
Norman's Cove	24	24
Norris Point.....	24	24
North East Cove.....	.....	10
Northern Arm, Woodford's.....	40	40
Northern Arm, Exploits.....	24	24
Northern Bay.....	25	25
North Harbor, Placentia Bay.....	30	30
North Harbor, St. Mary's Bay.....	15	15
North River	30	30
Northwest Arm.....	24	24
Northwest Point.....	15	15
North West Brook.....	10	10
Northern Bight.....	28	28
Notre Dame Junction.....	24	24
Ochre Pit Cove	24	24
Oderin	24	24
Offer Wadham Islands	10	10
Old Perlican.....	60	60
Openhall	50	50
Pacquet	10	10
Paradise.....	24	24
Parson's Pond	15	15
Pass Island	15	15
Patrick's Cove.....	15	15
Peckford's	8	8
Peter's River	15	15
Petites	15	15
Petit Fort	15	15
Petty Harbor	35	35
Pinchard's Island.....	30	10
Pike's Arm.....	15	15
Perry's Cove.....	24	24
Placentia	250	250
Placentia	50	50
Placentia, S.E	30	30
Plate Cove.....	24	24
Plate Cove, West.....	15	15
Point Enragee	15	15
Point Lance	15	15
Point Verde	24	24
Point Lemington.....	30	30
Point LaHaye .....	.....	10
Pool's Cove.....	15	15
Pool's Island	60	60
Port-au-Port	30	30
Port-de-Grave	50	50
Port Saunders	15	15
Port-au-Bras	15	15
Portugal Cove	30	30
Portugal Cove, Trepassey.....	30	30
Porch Cove.....	50	50
Carried forward.....	\$12,154 00	\$12,320 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$12,154 00	\$12,320 00
Pound Cove	10	20
Presque	30	30
Pushthrough	50	50
Queen's Cove.....	10	10
Quirpon.....	8	8
Ragged Harbor (now Melrose).....	15	15
Rameo	40	40
Ram's Island	15	15
Rantem	15	15
Rattling Brook	15	15
Raymond Point, Fox Island and Patrick's Harbor.....		10
Red Cliff		10
Red Head Cove.....	30	30
Red Island	30	30
Rencontre, Fortune Bay.....	18	18
Rencontre, Hermitage Bay.....	24	24
Renews	60	60
Renews, South Side.....	30	40
Richard's Harbor.....	15	15
Riverhead, Harbor Grace	50	50
Riverhead, St. Mary's	30	30
Robinson's Head	30	30
Roberts' Arm.....	15	15
Rock Harbor, Burin	15	15
Rocky Harbor, Bonne Bay.....	15	15
Roddickton Mills.....		10
Rose Blanche.....	70	70
Round Harbor, N.D.B		20
Round Harbor, Hermitage Bay.....	15	15
Safe Harbor.....	15	15
Salt Pond	15	15
Sagona	15	15
St. Ann's.....	15	15
Samson's Island.....	10	10
Port-aux-Basques	15	
St. Anthony.....	30	30
St. Bride's	24	24
St. Brendan's.....	24	30
St. George's.....	50	50
St. Jacques.....	80	80
St. John's, Central.....	100	100
St. John's, East	350	400
" Assistant.....		200
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.....	15	15
St. John's Within	10	10
Carried forward	\$13,946 00	\$14,423 00

XII Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$13,946 00	\$14,423 00
St. Jones Without.....	10	10
St. Lawrence	60	60
St. Leonard's	24	24
St. Mary's.....	70	70
St. Michael's Harbor.....	15	15
St. Patrick's, N.D.B.....	25	25
St. Paul's.....	15	15
St. Shott's.....	15	15
Salmon Cove, Bay-de-Verde	15	15
Salmon Cove, Port-de-Grave.....	30	30
Salmon Cove, Trinity	15	15
Salmonier	30	30
Salvage.....	50	50
Salvage Bay	15	15
Sandy Point, St. George's	70	70
Sandy Point, Smith's Sound	24	24
Scilly Cove	30	30
Seal Cove, Bonavista.....	24	24
Seal Cove, Fortune.....	24	24
Seal Cove, Harbor Main.....	24	24
Seal Cove, Trinity.....	24	24
Seal Cove, White Bay.....	15	15
Searstown (see Grand River)		
Seldom-Come-By	30	30
Shambler's Cove.....	15	15
Shearstown	15	15
Ship Cove, Placentia Bay.....	15	15
Ship Cove, Trinity Bay	30	30
Ship Harbor.....	15	15
Shoal Bay (see Cavendish).....	15	.....
Shoal Harbor... ..	100	100
Shoe Cove.....	24	24
Snook's Arm.....	15	15
Snook's Harbor.....	15	15
Sopp's Arm.....	15	15
Sound Island	30	30
South Branch, Codroy	12	12
S.E. Bight, Paradise.....	15	15
Southside, Harbor Grace	100	100
South-West Arm, New Bay.....	24	24
Spaniard's Pay, Riverhead.....	30	30
Spanish Room	15	15
Springdale	30	30
Squid Tickle, B.B.....		10
Step-a-Side.....	15	15
Stephenville	30	30
Stock and Knight Coves.....	24	24
Stone's Cove.....	15	15
Summerside	15	15
Sunnyside	15	15
Sweet Bay.....	24	24
Sydney, C.B.....	50	50
Tack's Beach	24	24
Terenceville	15	15
Thoroughfare	15	15
Three Arms	15	15
Carried forward.....	\$15,377 00	\$15,859 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Outport Salaries (concluded).</i>		
Brought forward.....	\$15,377 00	\$15,859 00
Tickle Cove	80	20
Tilting	30	30
Tilton.....	30	30
Tizzard's Harbor	30	30
Toad's Cove.....	30	30
Topsail.....	30	30
Torbay.....	26	26
Trayton	15	15
Trepassey	50	50
Trinity.....	200	200
Trinity East.....	60	60
Trouty	15	15
Trout River	15	15
Troytown	24	24
Turk's Cove	24	24
Turk's Gut	15	15
Twillingate.....	300	300
Twillingate, South	30	30
Upper Ferry.....	24	24
Upper Gullies	30	30
Upper Small Point.....	15	15
Victoria Cove.....	.....	10
Valen Island.....	30	30
Victoria Village.....	30	30
Ward's Harbor	15	15
Wellman's Cove	15	15
Western Arm, Rocky Bay, now Carmenville	24	24
Western Bay	45	45
Western Cove, W.B.....	30	30
Western Point, LaPoile	15	15
Whitbourne	80	80
White Rocks	24	24
Wild Bight.....	18	18
Witless Bay	60	60
Wood's Island.....	24	24
Woody Island	15	15
York Harbor.....	15	15
New Offices and increases	112	112
Total Salaries, Outports	\$17,002 00	\$17,434 00
<i>(d) Salaries—Labrador.</i>		
Salaries—		
Mail Agent, Labrador, T.P.O.....	300 00	300 00
Batteau	6	6
Battle Harbor.....	20	30
Black Island.....	6	6
Black Tickle.....	6	6
Blance Sablon	50	50
Bolster's Rock.....	6	6
Cape Charles	6	6
Cape Harrison.....	10	10
Cartwright	20	20
Carried forward.....	\$430 00	\$440 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(d) Salaries—Labrador (concluded).</i>		
Brought forward.....	\$430 00	\$440 00
Salaries—		
Chateau (in summer).....	6	6
Chateau (in winter).....	6	6
Chimney Tickle.....	6	6
Comfort Bight.....	10	10
Dead Island.....	6	6
Domino.....	12	12
Double Island.....	6	6
Emily Harbor.....	10	10
Fanny's Harbor.....	6	8
Fishing Ship's Harbor.....	6	6
Ford's Harbor.....	10	10
Forteau.....	30	30
Francis Harbor.....	6	6
Frenchman's Island.....	10	10
Grady.....	10	10
Hawk's Harbor.....	6	6
Henley.....	8	8
Holton.....	10	10
Hopedale.....	20	20
Horse Harbor.....	10	10
Ilack.....	6	6
Independent.....	6	6
Indian Harbor.....	10	10
Indian Tickle.....	12	12
Iron-bound Island.....	6	6
Lance-au-Loup.....	15	15
Long Tickle.....	6	6
Long Island.....	6	6
Macovick.....	6	6
Nain.....	15	15
Pack's Harbor.....	6	6
Punch Bowl.....	8	8
Ragged Islands.....	6	6
Red Bay.....	8	8
Rigolet.....	6	20
Sandy Islands.....	6	6
Seal Islands.....	6	6
Ship Harbor.....	6	6
Sloop Cove.....	6	6
Smokey Tickle.....	8	8
Snug Harbor.....	6	6
Spear Harbor.....	6	6
Spotted Isles (or Griffin's Hr.).....	6	6
Square Islands.....	6	6
Turnavick, East.....	6	6
Turnavick, West.....	8	8
West St. Modest.....	8	12
White Bear Islands.....	9	9
Windor's Harbor.....	6	6
New Offices.....	47	47
Total Salaries, Labrador.....	\$886 00	\$916 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued.)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<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
Bank Head and Railway		25
Battle Harbor and Blanc Sablon	120	124
Battle Harbor and Cartwright	120	120
Bauline and Pouch Cove.....	20	50
Bay-de-Verde and Lower Island Cove.....	240	240
Bay L'Argent and Belleoram	676	676
Bay Roberts and Railway	130	160
Baie Verte and Tilt Cove.....	465	465
Baie Verte and N. W. Arm.....	170	170
Baie Verte and Coastal Steamer.....	20	20
Belle Isle and Portugal Cove.....	210	210
Birchy Cove and Railway.....	48	48
Birchy Head and Woody Point.....	50	50
Black Island and Exploits.....	36	36
Blaketown and Railway.....	20	20
Bona and Presque.....	40	40
Bonavista and Elliston	60	98
Bonavista and Catalina.....	145	165
Bonavista and Little Catalina.....	30	30
Bonne Bay and Deer Lake.....	450	450
Bonne Bay and Cow Head.....	180	221
Bonne Bay and Gargamelle (ferries)	10	10
Bonne Bay and Norris' Arm.....	52	52
Botwoodville and Northern Arm.....	52	52
Botwoodville and Railway.....	226	286
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 Renewals.....	35	
Brunette, Sagona and Horbor Breton.....	260	260
Bryant's Cove and Harbor Grace.....	30	40
Burgeo and Pushthrough.....		
Burgoyne's Cove and Britannia Cove.....	10	10
Burnt Head and Cupids.....	50	50
Burnt Islands and Fair Islands.....	32	32
Campbellton and Comfort Cove and Birchy Bay.....	210	210
Cape Norman and Lock Cove		68
Cape Race and Portugal Cove.....	30	30
Cape Ray and Railway	52	52
Carbonear and Western Bay	475	600
Carbonear and Railway	145	145
Carbonear and Heart's Content.....	350	550
Cat Harbor and Newtown and Wesleyville.	140	140
Channel and Isle-aux-Morts	72	72
Channel and Railway	125	125
Charlottetown and Railway.....	61 25	61 25
Clarenville and Hickman's Harbor.....	220	220
Coachman's Cove and N.W. Arm.....	170	117
Codroy and Railway.....	403	403
Coley's Point and Bay Roberts.....	66	66
Carried forward.....	\$7,337 45	\$7,900 45

XII. Postal and Telegraph Department (continued).

DETAIL (continued.)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Couriers Salaries (continued).</i>		
Brought forward.....	\$7,337 45	\$7,900 45
Colinet, John's Pond and Whitbourne	187 20	187 20
Collier's Bay Cove and Railway.....	650	65
Como-By-Chance and Bay Bulls Arm.....	80	80
Conche and Croc		30
Conn River and Gaultois.....	208	208
Cottle's Island and Moreton's Harbor.....	52	52
Coombs Cove and Belleoram	160	160
Coombs Cove and Harbor Breton	35	35
Cow Head and Daniel's Harbor.....	120	120
Crabb's and Railway.....	30	50
Cul de Sac and Cape LaHune.....		40
Cupids and Railway.....	100	100
Currant Island and St. Barbe.....	12	12
Deer Islands and Gooseberry Islands.....	40	40
Dildo and Norman's Cove.....	50	50
Deer Lake Section	10	10
Dunville and Railway.. ..	60	60
Elliott's Cove and Apsey Cove.....	30	30
Englee, Roddicktown and Lock's Cove.	100	100
Englee and Great Harbor Deep	70	70
Epworth and Ship Cove, Burin	10	10
Exploits and Norris' Arm	221	221
Exploits, Northern Harbor and Twillingate.....	144	144
Famish Cove and Railway.....	40	40
Farmer's Arm and Boyd's Cove.....	36	36
Farmer's Arm and Moreton's Harbor.....	103	103
Fermeuse South and Renews	15	15
Flat Islands and Salvage.....	60	60
Fleur deLys and Coachman's Cove		40
Flower's Cove and N. W. Point.....	120	120
Fogo and Little Beaver Cove.....	340	340
Fogo and Seldom-Come-Bye.....	30	40
Fogo and Tilton Harbor.....	40	50
Fogo and Twillingate.....	8	8
Fortune Harbor and Botwoodville.....		170
Fox Harbor, Random and Railway	300	300
Fox Harbor, Placentia and Railway.....	50	50
Francois and Rencontre.....		104
Freshwater and Carbonear	62 40	
Gander Bay and Boyd's Cove via Roger Cove, Victoria Cove and Dog Bay	93 50	102
Gander Bay and Railway.....	447 50	350
Gargamelle and Daniel's Harbor.....	136	136
Gargamelle and Flower's Cove.....	187	187
Gargamelle and Port Saunders.....	35	35
Garnish and Belleoram.....	300	300
Garnish and Burin.....	200	200
Gaultois and Hermitage.....	120	120
Gaulton's Island and Tack's Beach.....	40	40
Glovertown	10	10
Goose Cove and St. Anthony	68	68
Grand Beach and Grand Bank.....		78
Gooseberry Island and Railway.....	76	119
Carried forward.....	\$12,624 05	\$12,995 65

XII.—Postal and Telegraph Department (continued).

DETAIL (continued.)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Couriers—Salaries (continued)</i>		
Brought forward.....	\$12,624 00	\$12,995 65
Grand Bruit and LaPoile.....	102	102 ¹¹ / ₄
Grates Cove and Old Perlican.....	101 40	101 40
Gravels and Bos Warlos.....	36 40	36 40
Gravels and Piccadilly and Clam Bank.....	156	144
Gravels and Railway.....	390	390
Great Burin, Stepside and Burin Offices.....	25	25
Great Jervois and Pushthrough.....	30	30
Greenspond and Gambo.....	360	400
Greenspond and Newtown.....	102	102
Griguet and Cape Norman.....	100	100
Griguet and Ha Ha.....		51
Griguet and N. W. Point.....	110	150
Groais Iland, Conche.....	86	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.....	320	320
Harbor Main and Woodford's.....	175	175
Hare Bay and Middle Brook and Shoal Bay.....	35	70
Haricot and Salmonier.....	40	40
Harry's Harbor and Jackson's Cove.....		68
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	68
Herring Neck and Pike's Arm.....		34
Highlands and Railway.....	50	50
Herring Neck and Twillingate and Labrador.....	7	7
Indian Islands and Seldom-Come-By.....	34	25
Ireland's Eye and Lance Cove.....	250	150
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.....	20	35
King's Cove and Bonavista.....	100	100
King's Cove and Bonavista.....	20	20
King's Cove and Plate Cove.....	148	148
King's Cove and Trinity.....	200	200
King's Point, Rattling Brook and Jackson's Cove.....	80 50	45
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 Northern Bight.....	104	104
Lewisport and Boyd's Cove.....	340	340
Lewisport or Notre Dame Junction and Comfort Cove.....	255	255
Little Bay and Little Bay Island.....	102	102
Little Bay West and Jersey Harbor.....	16	16
Little Beaver Cove and Boyd's Cove.....	59 50	59 50
	119	119
Carried forward.....	\$18,707 65	\$19,299 65

XII. Postal and Telegraph Department (continued.)

DETAIL (continued).

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Couriers—Salaries (continued).</i>		
Brought forward.....	\$18,707 65	\$19,299 65
Long Harbor and Anderson's Cove.....	20	20
Long Harbor and Railway.....	39	39
Loon Bay and Campbelltown, now includes Birchy Bay.....	140	140
Lower Island Cove and Western Bay.....	425	425
Low Point and Caplin Cove.....	40	40
Lumbergrass and St. Joseph's.....	40	20
Mall Bay and Riverhead St. Mary's.....	10	10
Manuels and Railway.....	40	40
Marystown, Spanish Room and Jean de Bay.....	40	15
Michael's Harbor and Campbelltown.....	17 50	17 50
Middle Brook and Gambo.....	40	50
Millertown and Millertown Junction.....	20	20
Monkstown and Burgeo, P. B.....	50	10
Mosquito and Harbor Grace.....	50	50
Mosquito and Mother Hicks.....	104	104
Mosquito and St. Joseph's.....	110 50	110 50
Musgrave Harbor and Cat Harbor.....	60	60
Musgrave Harbor and Gander Bay.....	259 60	259 60
Musgravetown and Brooklyn.....	80	80
New Harbor and Shoal Bay.....	120	120
Norman's Cove and Railway.....	250	250
North-West Point and Englee.....	80	80
Old Perlican and Lower Island Cove.....	36	36
Outer Cove and St. John's.....	28 80	28 80
Parson's Pond and Cow Head.....	88	88
Pass Island and Grole.....	119	119
Petty Harbor and Goulds.....	20	20
Pilley's Island and Springdale.....	300	680
Pinchard's Island and Newtown.....	380	40
Patrick's Cove and Branch.....	40	200
Placentia and Patrick's Cove.....	25	25
Placentia and S. E. Arm.....	10	30
Placentia and Railway.....	40	45
Placentia and Point Verde.....	292	207
Plate Cove West and Plate Cove.....	42	42
Point Lance and Cape St. Mary's.....	110	110
Point Limington, Fortune Harbor and Leading Ticks.....	450	450
Pool's Island, Newtown and Brookfield.....	10	16
Port-de-Grave and Clarke's Beach.....	300	300
Pushthrough and Bay-du-Nord.....	28	28
Quirpon and Griquet, including Noddy Bay.....	45	45
Ramea, Fox Island and Little River.....	650	700
Ragged Harbor and Catalina.....	156	156
Renews and Chance Cove.....	52	52
Rigolet, N. W. River and Macovic.....	50	80
Renews and LaManche.....	22 40	22 40
Richard's Harbor and Pushthrough.....	54	54
Roberts' Arm and Pilley's Island.....	140	140
Robinson's Head and Railway.....	40	40
Rock Harbor and Beaubois.....	40	40
Rocky Harbor and Bonne Bay.....	40	40
Rose Blanche and Burnt Islands.....	40	40
Rushoon and Baine Harbor.....	40	40
St. Anthony and St. Leonard.....	40	40
Carried forward.....	\$23,865 45	\$25,355 45

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Couriers - Salaries (continued).</i>		
Brought forward.....	\$23,865 45	\$25,355 45
St. Bride's and Cape St. Mary's.....	20	20
St. George's and Railway.....	160	160
St. John's and St. Philip s.....	209	200
St. John's and Portugal Cove.....	220	250
St. John's and Pouch Cove.....	220	220
St. John's and C.B. Night Trains.....	160	160
St. John's and LaManche.....	700	750
St. John's and Railway and Wards.....	1,190	1,190
St. Jone's, Long Cove and Hatchet Cove.....	15	15
St. Jone's without and Gooseberry Cove.....	67 30	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.....	300	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.....	208	208
Ship Cove and Trinity East.....	30	30
Ships Harbor and Fox Harbor.....	50	50
Shearstown and Bay Roberts.....	39	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.....	80	80
Shambler's Cove and Greenspond.....	20	20
Samson's Island and Exploits.....	52	52
Spaniards Bay, Riverhead, and Railway.....		30
Squid Tickle and Salvage.....		26
Springdale, Railway, Little Bay, Jackson's Cove, S. W. Ams, and Tilt Cove.....	1,156	1,156
Stock Cove and King's Cove.....	10	10
Tilton and Railway.....	20	30
Tilt Cove and Burying Place.....	72	80
Tilt Cove and Harbor Round.....	60	.....
Toad's Cove and Caplin Cove.....	40	40
Topsail and Railway.....	140	140
Trepassey and Chance Cove.....		348
Trepassey and Daniel's Point.....	20	20
Trepassey and Portugal Cove.....	52	130
Trepassey and St. Mary's.....	160	.....
Trinity and British Harbor.....	80	80
Trinity and Catalina.....	140	140
Trinity and Shoal Harbor.....	391	391
Trinity East and English Harbor.....	50	50
Trinity East and Trinity.....	40	40
Trout River and Bonne Pay.....	40	50
Troytown and Pilley's Island.....	63 75	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.....	80	80
Carried forward.....	\$31,856 50	\$33,716 50

XII. Postal and Telegraph Department (continued).

DETAIL (continued.)

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Couriers—Salaries (concluded).</i>		
Brought forward	\$31,856 50	\$33,716 50
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	42
New Routes and Increases	400	400
Richard's Harbor and Balena Rencontre, New Harbor and Francois } Cape LaHune and Cul-de-Sac }	300	300
	\$32,897 10	\$34,757 50
<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 :—		
Bel Island, C.B		1,800
Bonavista Bay	9,100	9,100
Channel and Placentia	13,000	13,000
Fogo District	4,375	5,000
Fortune District		5,000
Labrador	18,000	18,000
Hamilton Inlet	300	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
Bay St. George and Bay of Islands		4,000
Railway	42,000	42,000
Total	\$227,839 00	\$239,264 00
Distribution :—		
Ocean	\$31,014 00	\$31,014 00
Coastal	154,825	166,250
Railways	42,000	42,000
Total	227,839 00	\$239,264 00
<i>Miscellaneous—Contingencies.</i>		
Rents	\$ 500 00	\$ 500 00
Board and Travelling Expenses	2,785	2,785
Manufacture of Stamps	1,500	1,600
Stationery	500	500
Stores	1,300	1,300
Uniforms	1,700	1,800
Carried forward	\$8,285 00	\$8,485 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued.)

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Miscellaneous—Contingencies (concluded).</i>		
Brought forward	\$8,285 00	\$8,485 00
Mail Bags	900	900
Telephones and Telegrams	300	350
Sundries	1,800	1,800
Taxes	104	104
Year Book	286	286
Printing and Advertising	3,000	3,000
Total	<u>\$14,675 00</u>	<u>\$14,925 00</u>
<i>Telegraph Branch—Summary</i>		
Salaries :—		
Central Staff	\$10,002 00	\$12,472 00
Operators	24,358	25,376
Repairers	7,878	8,328
	<u>\$42,238 00</u>	<u>\$46,176 00</u>
Contingencies	8,000 00	12,000
	<u>\$50,238 00</u>	<u>\$58,176 00</u>
<i>Telegraph Department.</i>		
Central Staff, St. John's :—		
Superintendent	\$1,200 00	\$1,200 00
Clerk in Charge	900	900
Check Clerk	700	700
Assistant Check Clerk	700	700
Operator	720	720
Operators, 4 at \$600	1,800	2,400
Operators, 3 at \$450	800	1,350
Operators, 2 at \$500		1,000
Clerks, 2 at \$400	1,200	800
Delivery Clerk	350	350
Line Man	432	432
Office Tender	120	120
"	120	120
Messengers, 14 at \$120	960	1,680
	<u>\$10,002 00</u>	<u>\$12,472 00</u>
Operators :—		
Avondale	120 00	120
Badger	360	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	520	520
Bonavista	240	240
Bonne Bay	420	420
Carried forward	<u>\$3,288 00</u>	<u>\$3,288 00</u>

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Telegraph Department (continued).</i>		
Brought forward	\$3,288 00	\$3,288 00
Botwoodville	240	240
Brigus	200	200
Brigus Junction	600	600
Branch	120	120
Britannia Cove	200	200
Burin	240	240
Cape Race	150	150
Channel	200	200
Crabbs	400	400
Carbonear	360	360
Catalina	120	120
Change Islands	150	150
Clareville	400	400
Clark's Beach	120	120
Come-By-Chance	400	400
Conception Harbor	120	120
Fogo	240	240
Fortune	200	200
Gambo	400	400
Gander Bay	200	200
Glenwood	400	400
Grand Bank	150	150
Grand Lake	400	400
Grand River	120	120
Gaff Topsails	360	360
Grand Falls	360	360
Greenspond	240	240
Hant's Harbor	100	100
Harbor Breton	360	360
Harbor Grace	400	400
" " Messenger	120	120
Harbor Main	170	170
Heart's Content	120	120
Hermitage	150	150
Herring Neck	240	240
Holyrood	400	400
Holyrood, St. Mary's Bay	120	120
Humbermouth	180	180
Joe Bat's Arm	120	120
King's Cove	200	200
King's Point	400	400
Lark Harbor	150	150
Lamaline	190	190
Lewisporte	360	360
Little Bay	400	400
Little River	400	400
Long Harbor Beach	240	240
Lower Island Cove	150	150
Manuels	120	120
Marystown	120	120
Millertown Junction	360	360
Musgrave Harbor	120	120
New Perlican	100	120
Newtown	120	120
Nipper's Harbor	150	150
Carried forward	\$15,958 00	\$16,458 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Telegraph Department (continued).</i>		
Brought forward.....	\$15,958 00	\$16,458 00
Norris' Arm	420	420
North West Arm	360	360
Old Perlican.....	100	100
Pilley's Island.....	460	460
Placentia.....	120	120
Port Blandford.....	400	400
Port-aux-Basques	2,160	2,160
Port-au-Port	120	120
Riverhead, St. Mary's.....	150	150
St. Bride's	120	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	60
Sound Island	200	200
Stephenville.....	120	120
Stephenville Crossing	270	270
Spaniard's Bay	200	200
Springdale .....	.....	150
Terrenceville	360	360
Tilt Cove.....	500	500
Tilton Harbor .....	.....	120
Trinity.....	240	240
Trepassey .....	.....	120
Twillingate	150	198
Wesleyville.....	170	250
Western Bay	150	150
Whitbourne	120	120
	<u>\$24,358 00</u>	<u>\$25,376 00</u>
Repairers:—		
Badger	\$336	\$366 00
Beaverton	336	336
Birchy Cove	336	366
Come-By-Chance	336	366
Crabbs	336	366
Fogo	150	150
Gaff Topsails	336	366
Gambo	336	366
Gambo Branch	336	336
Glenwood	336	366
Grand Lake	336	366
Harbor Breton.....	336	336
King's Point	336	336
King's Point	336	336
Little River	336	366
Millertown Junction	336	366
Norris' Arm	336	366
Port-aux-Basques	336	366
Carried forward.....	\$5,862 00	\$6,222 00

XII. Postal and Telegraph Department (concluded).

DETAIL. (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908
<i>Telegraph Department (concluded).</i>		
rought forward.....	\$5,862 00	\$6,222 00
Repairers :—		
Port Blandford	336	366
St. George's and Stephenville Crossing	336	366
St. John's	336	336
Terrenceville	336	336
Trinity	336	336
Whitbourne	336	366
	<u>\$7,878 00</u>	<u>\$8,328 00</u>
Contingencies :—		
Repairs	\$2,900 00	} \$12,000 00
Coals	1,200	
Rents	500	
Stores	500	
Stationery	400	
Travelling	300	
Relief Duty	250	
Office and Line Allowance .....	.....
Cleaning and Oil	1,350	
Sundries Furniture	600	
	<u>\$8,000 00</u>	<u>\$12,000 00</u>

XIII. Customs.

AMOUNT TO BE VOTED, \$144,051.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1906-1907.	Estimate 1907-1908.
<i>St. John's.</i>			
Salaries	(a)	\$22,531 00	\$24,184 00
Tidewaiters and Boatmen	(b)	20,340	20,340
Contingencies	(c)	7,585	8,485
<i>Outports.</i>			
Sub-Collectors	(d)	27,669	28,319
Tidewaiters and Boatmen	(e)	13,758	14,808
Boats and Boat-hire	(f)	490	490
Office and Office Rent.....	(g)	1,055	1,085
Percentage on Duties	(h)	11,000	14,000
Contingencies	(i)	3,100	5,050
<i>Revenue Protection Service.</i>			
South West Coast.....	(j)	5,590	6,090
Labrador.....	(k)	700	1,000
Miscellaneous	(l)	17,800	20,200
		\$131,631 00	\$144,051 00

XIII. Customs (continued).

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(a) Salaries.</i>		
St. John's—		
Assistant Collector.....	\$1,800 00	\$1,800 00
First Clerk	1,400	1,400
Second Clerk and Cashier	1,000	1,200
Third Clerk	800	800
Fourth Clerk.....	750	750
Fifth Clerk.....	600	600
Sixth Clerk.....	.....	450
First Landing Waiter	800	800
Second Landing Waiter	750	750
Railway and Manifest Clerk	750	750
Landing Surveyor.....	1,100	1,100
Tide Surveyor	900	900
Clerk to Landing Surveyor	600	600
Chief Statistical Clerk.....	1,100	1,100
First Statistical Clerk	1,000	1,000
Second Statistical Clerk	650	650
Inspector of Customs.....	1,000	1,000
Inspector Preventive Service	1,000	1,000
Outport Examining Officer.....	650	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
Assistant Examining Officer.....	.....	1,000
Storekeeper	500	500
Locker.....	600	600
First Assistant Locker.....	600	600
Second Assistant Locker	600	600
Third Assistant Locker.....	400	400
First Messenger.....	390	390
Second Messenger.....	390	390
Night Watchman.....	360	360
Housekeeper	240	240
Caretaker Tide-Waiter's Room.....	104	104
	<u>\$22,534 00</u>	<u>\$24,184 00</u>
<i>(b) Gaugers, Tide-Waiters and Boatmen.</i>		
St. John's:—		
Customs Detective	\$600 00	\$600 00
Two Gaugers at \$500 each	1,000	1,000
Ten Sufferance Warehouse Keepers at \$500.....	5,000	5,000
Eighteen Tide-Waiters at \$390 each... ..	7,020	7,020
Supernumerary Tide-Waiters.....	2,000	2,000
Two Coxwains of Boats, night cox., \$480 ; day cox., \$460...	940	940
Nine Boatmen at \$420 each.....	3,780	3,780
	<u>\$20,340 00</u>	<u>\$20,340 00</u>
<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	1,200 00
Carried forward	<u>\$4,900 00</u>	<u>\$5,200 00</u>

XII. Customs (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
(c) Contingencies (concluded).		
Brought forward	\$4,900 00	\$5,200 00
St. John's :—		
Repairs to Boats.....	50	50
Fireman and Cleaning Examining Room.....	100	100
Telegrams	400	400
Telephones	160	160
Miscellaneous.....	1,400	2,000
Subscription to International Customs Journal.....	125	125
Typewriting.....	450	450
	\$7,585 00	\$8,485 00
(d) Sub-Collectors.		
Outports :—		
Bay Bulls, with 20 per cent. on duties.....	\$300 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 ..	550	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.....	550	550
Brigus, with 2½ per cent. on duties.....	500	500
Britannia Cove, with 10 per cent. on duties, not to exceed \$500.....	300	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.....	300	300
Channel, with 10 per cent. on duties, not to exceed \$650	360	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.....	330	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	300	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 \$700.....	500	600
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
Carried forward.....	\$13,547 00	\$13,647 00

XIII. Customs (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
(d) Sub-Collectors (continued).		
Brought forward.....	\$13,547 00	\$13,647 00
Outports:—		
Harbor Buffett, with 10 per cent. on duties, not to exceed \$250.....		
Heart's Content, with 20 per cent. on duties, not to exceed \$500.....	150	150
Herring Neck, with 10 per cent. on duties.....	50	150
Holyrood, with 10 per cent. on duties.....	100	100
Humbermouth, with 5 per cent. on duties, not to exceed \$650.....	550	550
King's Cove, with 10 per cent. on duties, not to exceed \$600.....	231	231
King's Point, with 10 per cent. on duties, not to exceed \$250.....		390
Labrador, with 10 per cent. on duties, not to exceed \$800.....	600	600
Lamalaine, 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
Lawn.....		50
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
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	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.....	500	500
Presque, with 20 per cent. on duties, not to exceed \$250.....		
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.....	360	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.....	300	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
Carried forward.....	\$26,188 00	\$26,328 00

XIII. Customs (continued).

DETAIL (continued).

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(d) Sub-Collectors (concluded).</i>		
Brought forward.....	\$26,188 00	\$26,828 00
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>\$27,679 00</u>	<u>\$28,319 00</u>
<i>(e) Gaugers, Tide-waiters and Boatmen.</i>		
Outports:—		
Bay of Islands, two men at \$390.....	\$780 00	\$780 00
Bay Roberts, one man		390
Bell Island, three men at \$390.....	1,170	1,170
Blanc Sablon, two men	320	320
Bonavista, one man.....	240	240
Bonne Bay, one man.....	390	390
Burgeo, one man.....	240	240
Burin, one man.....	390	390
Cape St. George, one man.....	300	300
Carbonear, two men at \$390	780	780
Change Islands, one man.....	100	150
Fiona, S.S., one man.....	390	390
Fortune, one man.....	350	350
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.....	100	100
Lamaline, one man	240	240
Lawn, one man.....	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.....	890	890
Rose Banche, one man	100	100
Sandy Point, one man.....	240	240
St. Jacques, one man.....	390	390
St. Lawrence, one man.....	250	250
Wesleyville, one man.....	100	100
Outport Supernumeraries.....	3,000	4,000
	<u>\$13,758 00</u>	<u>\$14,808 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	1,000
To build Custom House, Port Saunders.....	200	.....
To build Custom House, Blanc Sablon	100	.....
	<u>\$1,055 00</u>	<u>\$1,085 00</u>
<i>(h) Percentage on Duties.</i>		
Estimated Amount..	<u>\$11,000 00</u>	<u>\$14,000 00</u>

XIII. Customs (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>(i) Contingencies.</i>		
Printing, Stationery, etc.....	\$400 00	\$400 00
Clothing	500	500
Fuel and Light	500	800
Telegrams and Postage.....	150	300
Travelling Expenses	250	750
Board Money.....	400	400
Miscellaneous	200	700
Survey Labrador Vessels.....	700	1,200
	\$3,100 00	\$5,050 00
<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	600
Telegrams	25	25
Stationery.....	50	50
Yachts, etc.....	800	1,000
Miscellaneous	15	15
	\$5,590 00	\$6,090 00
<i>(k) Labrador.</i>		
Revenue Protection Service :—		
Travelling Expenses	\$400 00	\$600 00
Miscellaneous	300	400
	\$700 00	\$1,000 00
<i>(l) Miscellaneous.</i>		
Bank Fisherman's Insurance	\$1,000 00	\$1,000 00
Fines and Forfeitures	2,000	2,000
Customs Refunds	14,000	16,000
Percentage on Outport Light Dues.....	800	800
Surveying of Coastwise Passenger Steamers		400
	\$17,800 00	\$20,200 00

For Year ending 30th June, 1907.

Supplementary Supply for Year ending 30th June, 1907.	1907
<i>Head II.—Contingencies.</i>	
<i>Government House—</i>	
Cables and Telegrams.....	\$1,500 00
<i>Marine and Fisheries—</i>	
Lobster Labels.....	1,500 00
Expenses re Engineer's Act.....	800 00
<i>Minister Justice—</i>	
General Purposes.....	300 00
<i>Public Works—</i>	
Fuel and Light, Postal Telegraph Offices	800 00
Insurance and Keepers	150 00
Repairs Government House.....	400 00
Repairs Customs Building, St. John's	300 00
Repairs Departmental Building.....	250 00
Repairs Government House Furniture.....	400 00
Repairs St. John's Court House.....	500 00
	<u>\$6,900 00</u>
<i>Head IV.—Administration of Justice.</i>	
Supreme Court, Fuel, Light and Supplies	\$1,000 00
Penitentiary, Salaries.....	40 00
Penitentiary, Maintenance.....	400 00
Prosecutions, Investigations and Civil Actions	3,000 00
Registration of Jurors	45 00
<i>Magistracy—</i>	
General Purposes	800 00
	<u>\$5,285 00</u>
<i>Head V.—Legislation.</i>	
Repairs Colonial Building	\$300 00
Contingencies Account, Legislative Council.....	500 00
Printing Account, ditto.....	600 00
Salaries, House of Assembly	150 00
Printing Account, House of Assembly.....	2,000 00
Contingencies Account, House of Assembly.....	2,700 00
Printing Account, General Legislation	1,500 00
	<u>\$7,750 00</u>
<i>Head VI.—Education.</i>	
Interest Teachers' Pension Fund	\$66 74
<i>Head VII.—Public Charities.</i>	
Maintenance General Hospital	\$200 00
“ Poor Asylum	100 00
“ New Fever Hospital.....	800 00
Repairs New Fever Hospital	200 00
Fuel and Light, Poor Asylum.....	300 00
	<u>\$1,600 00</u>

For Year ending 30th June, 1907 (concluded).

Supplementary Supply for Year ending 30th June, 1907.	1907
<i>Head IX.—Agriculture and Mines</i>	
Board Agriculture.....	\$500 00
<i>Head X.—Marine and Fisheries.</i>	
Enforcement Bait Laws.....	\$6,000 00
Musgrave Harbor Breakwater.....	2,500 00
Twillingate Bridge.....	3,000 00
Towage, Dockage, and Repairs Dredge "Lynx".....	2,000 00
Public Wharf.....	1,750 00
Cable Protection, Change Island.....	120 00
<i>Head XI.—Roads and Bridges.</i>	
Winter Mail Route.....	\$1,000 00
General Main Line Grant.....	1,000 00
<i>Head XII.—Postal and Telegraph Department.</i>	
<i>Additional Steam Subsidy—</i>	
Fogo District.....	\$4,375 00
Northern Coastal Service.....	\$1,750 00
Bell Island Steamer Subsidy.....	500 00
<i>Telegraph Department.</i>	
Telegraph and Cable Extensions, Repairs and Office Upkeep.....	\$13,500 00
<i>Head XIII.—Customs.</i>	
Commission Duties.....	\$2,000 00
Surveyors under Labrador Passenger Act.....	1,000 00
Outport Contingencies.....	2,000 00
R. P. Service, S. W. Coast.....	2,000 00
New Offices and Repairs.....	2,000 00
Refunds and Drawbacks.....	2,500 00
Contingencies, St. John's.....	2,000 00
Labrador.....	500 00
<i>Head XIV.—General Contingencies.</i>	
Expenses Earl's Court Fisheries Exhibition.....	\$3,236 77
Cable Repairs.....	2,500 00
Fees, George Adams.....	680 00
Fees, D. Kent.....	249 00
Fees, S. Butler.....	249 00
Cohen & Coles, Legal Expenses.....	386 06
Fees, W. J. Carroll.....	922 00
Arbitration, Thomas Estate.....	699 80
A. Lytteton, Legal Expenses.....	136 32
G. H. Cole, Legal Expenses.....	448 09
J. Kelley, Bailiff, District Court.....	400 00
J. Kelley, Warden Penitentiary.....	365 00
English & Alcock, Surveyors.....	250 00
General Purposes.....	6,500 00
<i>Head XV.—Elections.</i>	
Expenses Bonavista Bye Election.....	\$248 72
<i>33 Section Audit Act—</i>	
Expenditure Account, Legislation.....	\$1,550 05

Additional Estimates for 1907—1908.

AMOUNT TO BE VOTED, \$65,700.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
<i>Head XVI.—Coal and Water Refunds</i>		
St. John's Coal Duties.....		\$57,000 00
Water Rates.....		3,000 00
		<u>\$60,000 00</u>
Harbor Grace Coal Duties.....		\$2,550 00
Water Rates.....		450 00
		<u>\$3,000 00</u>
Carbonear Coal Duties		\$1,500 00
Water Rates.....		500 00
		<u>\$2,000 00</u>
Placentia Coal Duties		\$500 00
Water Rates.....		200 00
		<u>\$700 00</u>
Total.....		<u>\$65,700 00</u>

XIV. Contingencies.

AMOUNT TO BE VOTED, \$10,000.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1906—1907.	Estimate 1907—1908.
Amount required to meet possible shortage owing to unforeseen Contingencies which may arise.....	\$10,000 00	\$10,000 00

Dr. *Statement of Current Account of the Government*

1905-06.

To Customs Revenue, viz :—		
Duties, St. John's and Outports.....	\$2,320,328.90	
Less Drawbacks	14,403.90	2,305,925.00
Light Dues, St. John's and Outports.....		25,533.75
Miscellaneous, viz :—		
Harbor Dues	954.00	
Lloyds	584.85	
Hospital Dues	710.04	
Customs Forms.....	245.52	
Warehouse Rent.....	930.38	
Casual	354.48	3,779.27
Total Customs Revenue		\$2,335,238.02
Postal Revenue.....	78,291.86	
Postal Telegraph Revenue.....	36,791.06	
Crown Lands.....	48,039.68	
Stamp Revenue (Inland).....	12,559.16	
Liquor Licenses.....	4,633.91	
Fines and Forfeitures	4,452.45	
Broom Department, Penitentiary.....	5,293.57	
Fees, Public Institutions	2,731.39	
Whaling Licenses.....	22,500.00	
Municipal Council (Interest)	47,036.99	
Harbor Grace Water Company	477.60	
Carbonear Water Company.....	1,140.80	
Imported Silver	24,000.00	
Bank of Montreal, Interest on Credit Balance	13,998.78	
Game Licenses	3,084.65	
Imperial Government Account R. N. Reserve	2,527.56	
Companies Fees	1,387.39	
Miscellaneous Sources.....	4,620.42	
Municipal Council Contribution to Fire Department.....	12,000.00	325,567.27
Total Current Revenue.....		2,660,805.29
Receipt on Account of Loans, 5th Ed. VII., Cap. 1.....	7,178.52	
Receipt on Account of Loans, 5th Ed. VII., Cap. 2.....	177,429.51	
62, 3 Vic.....	2,391.68	
Agricultural Bonus	5,818.41	
Surplus Trust.....	5,065.99	197,984.11
		\$2,858,789.40
Receipt from Loan, 5th Ed. VII., Cap. 1, Temporary Loans..		79,700.00
Totat Receipts.....		\$2,938,489.40

Dr.

Reserve

1905-1906.

To amount carried forward to 1906-7.....	\$450,000.00
\$450,000.00	

Examined by me and found correct,

F. C. BERTEAU,

Comptroller and Auditor General.

of Newfoundland for the Financial Year, 1905-06.

Cr.

1905-06.

By Expenditure under the following Heads, viz. :—

I.—Interest on Public Debt.....	\$873,148.54	
II.—Civil Government.....	146,105.46	
III.—Pensions.....	10,462.61	
IV.—Administration of Justice.....	165,333.67	
V.—Legislation.....	38,100.84	
VI.—Education	251,049.67	
VII.—Public Charities.....	223,824.24	
VIII.—Light Houses.....	81,382.90	
IX.—Agriculture & Mines.....	22,701.71	
X.—Marine and Fisheries	72,582.07	
XI.—Roads, Bridges and Ferries.....	176,164.38	
XII.—Postal Department.....	386,250.56	
XIII.—Customs Department.. ..	112,343.12	
XIV.—General Contingencies	29,849.31	
XV.—Elections.....	386.37	
33rd Section (b) of Audit Account.....	1,550.05	\$2,591,235.50

TRANSFER OF SURPLUS REVENUE, VIZ. :—

To Credit of Reserve Fund	\$9,839.45	
To Credit of Leading Lights.....	10,000.00	
To Credit of Roads and Marine Works.....	49,730.34	69,569.79
		<u>\$2,660,805.29</u>

Payment Account Loan, 5th Ed. VII., Cap. 1	7,178.52	
Payment Account Loan, 5th Ed. VII., Cap. 2	177,429.51	
Payment Account Loan 62, 3 Vic	2,391.68	
Agricultural Bonus	5,918.41	
Surplus Trust.....	5,065.99	197,984.11
		<u>\$2,858,789.40</u>

Redemption of Loan from Bank Montreal on Temporary De- bentures under Loan, 5th Edward VII., Cap. 1.....		79,700.00
		<u>\$2,938,489.40</u>

Fund.

Cr.

1905-1806.

July 1.—By Balance	\$440,160.55
June 30.—By Transfer from Surplus for years ending 1905-6.....	9,839.45
	<u>\$450,000.00</u>

E. M. JACKMAN,

Minister of Finance and Customs

Dr.

Public Debt Account

1905-06.		
July 1.—To Balance, viz:—		
Loan at 3 per cent	\$1,581,666.66	
Loan at 3½ per cent	13,065,546.66	
Loan at 4 per cent	7,392,025.56	
Loan at 5 per cent	4,600.00	
		\$22,043,838.88
1905.		
Aug. 2.—To Debentures issued under 56 Vic., Cap. 1	2,500.00	
Nov. 22.—To Debentures issued under 56 Vic., Cap. 1	6,000.00	
1906.		
June 30.—To Debentures issued under 56 Vic., Cap. 1	5,169.45	
To Debentures issued under 4th Edward VII., Cap. 18..	100,000.00	
To Bonds issued under 5th Edward, Cap. 1, at 4 per cent.	548,000.00	
		\$661,669.45
		\$22,705,508.33

Examined by me and found correct,

F. C. BERTEAU,

Comptroller and Auditor General.

on 30th June, 1906.

Cr.

June 30.

By Debentures issued under 42 Vic., Cap. 9, bearing 5 per cent interest paid off.....	\$400.00	
“ Debentures issued under different Acts cancelled and new Coupon Bonds of \$250.00 each substituted therefor.....	461,460.68	461,860.68
By Balance carried to 1906-07, viz :—		
Act 54 Vic., Cap. 8, at 3 per cent.....	1,581,666.66	
“ 56 Vic., Cap. 1, at 3½ per cent	3,384,960.00	
“ 56 Vic., Cap. 1, at 3½ per cent	4,708,800.00	
“ 60 Vic., Cap. 4, at 3½ per cent	456,980.00	
“ 61 & 63 Vic., Cap. 6 & 4, at 3½ per cent.....	351,373.33	
“ 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	
	<hr/>	13,065,546.66
“ 44 Vic., Cap. 24, at 4 per cent.....	39,700.00	
“ 46 & 47 Vic., Cap. 5 & 4 at 4 per cent	51,286.00	
“ 49 Vic., Cap. 15, at 4 per cent	136,600.00	
“ 49 Vic., Cap. 3, at 4 per cent	60,000.00	
“ 50 Vic., Cap. 6, at 4 per cent	680,000.00	
“ 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	371,670.00	
“ 52 Vic., Cap. 5, at 4 per cent	410,500.00	
“ 54 Vic., Cap. 7, at 4 per cent	29,700.00	
“ †56 Vic., Cap. 1, at 4 per cent	312,147.23	
“ 56 Vic., Cap. 4, at 4 per cent	64,000.00	
“ 58 Vic., Cap. 4, at 4 per cent	70,152.00	
“ *58 Vic., Cap. 13, at 4 per cent	2,676,666.66	
“ 60 Vic., Cap. 2, at 4 per cent	973,333.33	
“ 61 Vic., Cap. 10, at 4 per cent	338,574.52	
“ 61, 62, 63 Vic., Cap. 33, at 4 per cent	145,189.67	
“ 62, 63 Vic., Cap. 37, at 4 per cent	142,400.00	
“ 59 Vic., Cap. 15, at 4 per cent	68,000.00	
“ 2 Edward VII., Cap. 28, at 4 per cent.....	98,664.92	
“ 4 Edward VII., Cap. 1, at 4 per cent	678,000.00	
“ 5 Edward VII., Cap. 18, at 4 per cent.....	75,650.00	
	<hr/>	7,592,234.33
“ 42 Vic., Cap. 9, at 5 per cent	<hr/>	4,200.00
	<hr/>	22,243,647.65
	<hr/>	\$22,705,508.33

*NOTE.—\$335,803.89 of this Loan has been paid off by the Sinking Fund, established under this Act.

†\$1,199,715.02 is due by Municipality.

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

Dr Balance Sheet Treasury

1905-06.		
Revenue, viz:—		
On Current Account	\$2,660,805.29	
On Loan and Trust Account.....	197,984.11	
	\$2,858,789.40	
From Loan under Act 5th, Edward VII., Cap. I.		
On Account Temporary Loans from Bank of Montreal.....	79,700.00	\$2,938,489.40
Temporary Loan.....	562,203.00	
Imported Silver	4,138.49	\$566,341.49
Bank of Montreal Account, Loan and Trust Accounts.....		679,124.58
Savings Bank Sinking Fund.....		3,298.66
Public Debt, viz:—		
Bearing Interest at 3 per cent.....	1,581,666.66	
do at 3½ per cent	13,065,546.66	
do at 4 per cent.....	7,592,234.33	
do at 5 per cent	4,200.00	22,243,647.65
		\$26,430,901.78

Examined by me and found correct,
F. C. BERTEAU,
Comptroller and Auditor General.

Accounts, 1905-1906.

Cr.

1905-06.

Expenditure, viz.:—

On Current Account	\$2,591,235.50	
On Loan and Surplus Trust Accounts	197,984.11	
Balance of Revenue in Excess of Expenditure.....	69,569.79	
	<u>\$2,858,789.40</u>	

Redemption of Temporary Loans from Bank of Montreal
under Act 5th, Edward VII., Cap I.....

79,700.00

\$2,938,489.40

Bank of Montreal General Account

566,341.49

Loan Accounts, viz.:—

Agricultural Bonus	20,789.37	
Loan, 61 Vic., Cap. 10	10,000.00	
5th Edward VII., Cap. I.....	1,398.31	32,187.68

Trust Accounts, viz.:—

Surplus Trust.....	192,336.88	
Redemption Debenture	4,600.02	
Reserve Fund	450,000.00	646,936.90
Sinking Fund, Savings Bank		3,298.66
Sundry Loan Acts per Public Debt.....		22,243,647.65
		<u>\$26,430,901.78</u>

E. M. JACKMAN,

Minister of Finance and Customs.

Customs Trust

1905-06.		
Balance from 1904-05		\$7,982.22
Receipts.—		
Fines and Forfeitures	1,798.84	
Bank Fisherman's Insurance.....	951.00	
Repayments of Advances for Refunds.....	1,443.37	
Miscellaneous	4.26	4,197.47
		<u>\$12,179.69</u>
Bank Balance on July 3rd, 1906.....	\$5,270.99	
Less Outstanding Cheques, viz :—		
No. 406—Favor R. H. Cann	4.00	
“ 412— “ G. Skinner.....	1.00	
“ 512— “ W. Garland.....	56 25	
“ 554— “ H. Banfield.....	80.00	
“ 582— “ R McDonald.....	60	141.85
		<u>\$5,129.14</u>

Examined by me and found correct with deficit as shewn,

F. C. BERTEAU,

Comptroller and Auditor General.

Account. 1905—1906.

1905-06.

Expenditures.—

Refund Claims and Drawbacks	\$1,481.40	
Fines and Forfeitures	4,195.80	
Bank Fisherman's Insurance Claim.....	80.00	5,757 20
Balance to 1906-1907 (Bank).....	5,129.14	
(Deficit	1,295.35	6,422.69
		<u>\$12,179.69</u>

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

M. G. BERTMAN,
Comptroller and Auditor General.

 Dr. *Public Works Trust Fund*

1906.

Total Expenditure.....	\$6,193.02
Unexpended	106.98
	\$6,300.00

Examined by me and found correct,
 F. C. BERTEAU,
Comptroller and Auditor General.

 Dr. *Railway Arbitration Awards*

1905.

To balance of West end Railway 1904-05 account.....	\$553.07
Total Expenditure.....	8,313.98
Balance unexpended deposited in Bank of Montreal	909.66
	\$9,776.71

Examined by me and found correct,
 F. C. BERTEAU,
Comptroller and Auditor General.

Game License

1905-06.

Received for Deer Licenses.....	\$4,300.00
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Examined by me and found correct,
 F. C. BERTEAU,
Comptroller and Auditor General.

 Dr. *Statement of Trust Fund Expenditure*
On Account of Marine

Total Expenditure	\$5,631.56
Balance to 1906-07	27,663.02
	\$33,294.58

Examined by me and found correct,
 F. C. BERTEAU,
Comptroller and Auditor General.

for the Year ended 30th June, 1906.

Cr.

1906.	
By Public Works Trust Fund.....	\$6,300.00
	\$6,300.00

GEORGE W. GUSHUE,
Minister of Public Works.

for year ended 30th June, 1906.

Cr.

1905.	
July 1.—By balance from 1904-05 account.....	\$4,175.38
1906.	
March 22.—Deposited in Bank of Montreal by Minister Finance and Customs...	5,000.00
Repayments of costs of Arbitrations and Awards at Carbonear.....	601.33

J. A. CLIFT,
Minister of Agriculture and Mines.

Department of Agriculture and Mines, 30th June, 1906.

Trust, 1905—1906.

1095-06.	
Expenditure during year.....	\$1,215.35
Balance Deposited to Exchequer.....	3,084.65
	\$4,300.00

ELI DAWE,
Minister of Marine and Fisheries.

for the year ended 30th June, 1906,
and Fisheries Department.

Cr.

By balance from 1904-1905	\$8,241.09
Sundry amounts	535.63
" Cheque from Marine Works to close account 1905-06.....	7,518.07
" Cheque from Lighthouse Construction under Supplementary Supply.....	17,000.00
	\$33,294 58

ELI DAWE,
Minister of Marine and Fisheries

Dr. *Coal Exploration Trust Account*

1906.	
Sundry Amounts	\$5,336.13
Balance unexpended.....	14,306.53
	\$19,642.66

Examined by me and found correct,
F. C. BERTEAU,
Comptroller and Auditor General.

Dr. *Bank Notes Trust Account*

1906.	
Sundry Amounts	\$7.80
June 30—Balance carried forward to 1906-1907 Ledger	124.00
	\$131.80

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

Examined under my direction,
F. C. BERTEAU,
Comptroller and Auditor General.

Statement of Teachers' Pension Fund

1906.

RECAPITULATION.

Balance to Credit of Fund 1st July, 1905.....	\$31,128.08
Deposits to Fund for year ended 30th June, 1906.....	4,986.38
	36,114.46
Withdrawals from Fund during year,—	
Roman Catholic \$513.96.....	} 2,520.93
Church of England \$1,402.50	
Methodist \$604 47	
	\$33,593.53

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

for Year ended 30th June, 1906.

Cr.

1906.	
By Balance brought forward from 1903-04 account.....	\$9,642.66
By Vote of Legislature.....	10,000.00
	<u>\$19,642.66</u>

J. A. CLIFT,
Minister of Agriculture and Mines.

Department of Agriculture and Mines, 30th June, 1906.

for year ended June 30th, 1906..

Cr.

1905-1906.	
July 1.—By balance in Bank of Montreal.....	\$131.80
	<u>\$131.80</u>

Wm. G. CURRIE,
Registrar of Notes.

for year ended 30th June, 1906.

1906.	
DEPOSITS TO FUND DURING YEAR 1905-06.	
Contributions by Teachers under :—	
Roman Catholic Boards	\$958.73
Church of England Boards	1,225.44
Methodist Boards.....	974.40
Congregational Boards	15.12
	<u>\$3,173.69</u>
Interest allowed by Bank for year 1905.....	926.82
Interest allowed by Government for year 1905	835.87
	<u>\$4,986.38</u>

Examined under my direction,
F. C. BERTEAU,
Comptroller and Auditor General.

Dr.

Statement of Coal and

Coal Duties :—

To Duty on 65,877 Tons Soft Coal at 70 cts.....	\$46,114.37	
“ “ 8,451 Tons Anthracite Coal at \$1.00.....	8,451.95	
		\$54,566.32
Total...74,329 Tons.....		\$54,566.32
To Interest on Bonds.....		576.98
		\$55,143.30

Water Rates :—

To Amount Collected.....	\$2,607.30
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Examined by me and found correct with deficit as shewn,

F. C. BERTEAU,
Comptroller and Auditor General.

Water Rates Account, 1905—1906.

Cr.

By Cash deposited to Credit of Municipal Council	\$24,001.87
" Bonds deposited with Municipal Council.....	29,431.08
	<hr/>
	\$53,432.95
Deficit.....	1,710.35
	<hr/>
	\$55,143.30
	<hr/>
By Cash deposited to Credit Municipal Council.....	\$2,607.30

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

Report of the Newfoundland Savings Bank for the Year ending 31st December, 1906.

Amount of deposits 1905	\$1,978,351.25	
" " 1906	2,188,792.67	210,441.42
	<hr/>	
Amount deposited 1906.....	625,449.54	
" Withdrawn 1906.....	415,008.12	210,441.42
	<hr/>	
Amount received for interest and investments of all kinds during the year		76,997.14
Which Account is closed as follows :—		
Amount of interest paid depositors.....	59,697.23	
Salaries, Rents, &c... ..	8,689.20	
Harbor Grace Branch.....	507.84	
Heart's Content	126.60	
Bay Roberts.....	3.50	
Balance to Reserve Account.....	7,972.77	76,997.14
	<hr/>	
Reserve Account 1906.....	30,269.07	
Profit	7,972.77	38,241.84
	<hr/>	
The Assets are as follows :—		
Colonial Debentures	\$624,114.70	
Bank of Montreal deposit	1,440,000.00	
" " current	93,117.07	
Cash	14,765.07	
Directors Church of England College.....	17,000.00	
Mortgages	46,476.66	
Municipal Council.....	1,600.00	
Bank Furniture.....	420.00	
Harbor Grace Water Debentures.....	8,100.00	
" " Running Account.....	12,000.00	
Carbonear Water Co.....	9,148.99	
Placentia.. ..	10,292.00	\$2,277,034.51
	<hr/>	
Contra :—		
Deposit Account.....	\$2,188,792.67	
Sinking Fund.....	50,000.00	
Reserve	38,241.84	\$2,277,034.51
	<hr/>	
No. Depositors St. John's		5,276
" " Hr. Grace.....		852
" " Heart's Content		236

L. O'BRIEN FURLONG,
Cashier S.B.

R. BOND
GEO. SKELTON.
E. P. MORRIS.

REPORT OF BOARD OF AGRICULTURE, 1906.

To His Excellency Sir William MacGregor, Doctor of Medicine, Knight Commander of the Most Distinguished Order of Saint 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 Board of Agriculture, in presenting their Annual Report, are pleased to be able to say that the year has proved to be very favourable for the general crops of the Island.

Owing to the lateness of the spring, it looked at first, as if failure was almost certain ; such, however, has not been the case, as all crops, as far as the Board has been able to ascertain, have been fully up to the average.

The Board would respectfully recommend that means be taken to ascertain the quantity of farm produce raised each year, together with a return showing the number of animals bred and owned in the Island.

An annual return, affording such information, would be highly beneficial in the best interests of Agriculture in the Colony.

The Board is of opinion that such returns could be furnished through the Magistrates and Police at a little cost.

During the year a great many applications were received by the Board for animals for breeding purposes ; the number granted will be seen by annexed list.

In selecting these animals for distribution, great care has been taken to secure the best obtainable, and, in some cases, pedigree Stock has been sent out.

The animals imported in 1904 from England and Scotland are proving a valuable addition to the Farm Stock, and we have sold and distributed progeny from the same, and this has given general satisfaction.

The Board imported from Canada in 1906 one pure-bred Jersey Bull to replace others sold out of the stable ; they also added to their stock a Farm Mare.

A most successful Exhibition of Produce, Flowers and Fruit, was opened by Your Excellency at the British Hall on the 17th October at three p.m., and closed on the 18th at ten-thirty p.m.

The attendance was not large ; but the Exhibition was most satisfactory, showing that crops of all kinds may be cultivated and grown quite equal, if not superior, in quality, to any similar imported produce.

The board issued a circular letter to all the Schools, inviting the children, accompanied by their Teachers, to attend the Exhibition, and, as a result, about two thousand children attended.

The Board desires to take this opportunity of expressing to your Excellency their high appreciation of the warm interest your Excellency has always evinced in the agricultural affairs of this Colony. We desire to place on record our grateful thanks to your Excellency for your great kindness in opening the Exhibition and for the service you rendered in connection therewith.

The Speech delivered by Your Excellency on that occasion has, with your permission, been published in pamphlet form, and distributed throughout the Island, amongst those chiefly interested in Agriculture.

Owing to the desirability of owning a farm more centrally situated, the Board decided not to renew the lease of the present farm after the first of May next.

Arrangements have been made for a new premises known as "Hutching's Farm," on Newtown Road, which has been leased for a term of fifty years at an annual rental of three hundred and sixty dollars. The Board has the option of purchasing, at any time during the term, for the sum of seven thousand five hundred dollars. It is considered that this farm is a most suitable place for a Stock Farm. Tenders will be invited for the erection of a new barn which, when finished, will meet all present requirements.

Annexed will be found list of Animals distributed, and remains at Farm on 31st December last.

Respectfully submitted,

J. A. CLIFT, *Chairman.*

JAS. B. SCLATER, *Secretary.*

DISTRIBUTION OF ANIMALS FOR 1906.

ST. JOHN'S EAST,
2 bulls, 5 rams, 4 boars.

ST. JOHN'S WEST,
2 bulls, 1 boar.

HARBOR MAIN,
2 bulls, 1 boar, 4 rams.

FERRYLAND,
1 bull, 1 ram.

TRINITY,
2 bulls, 2 boars, 4 rams.

BONAVISTA,
2 bulls, 1 boar.

BAY DE VERDE,
1 ram, 1 boar, 1 bull.

FOGO,
1 ram.

PLACENTIA AND ST. MARY'S,	2 boars, 3 sheep.
BURIN,	1 bull.
FORTUNE BAY,	1 bull, 2 rams.
ST. GEORGE'S BAY,	1 boar, 1 bull, 1 ram.
TWILLINGATE,	1 bull.
ST. BARBE,	1 bull.

REMAINS AT FARM ON 31st DECEMBER, 1906.

1 German Coach Stallion "Griffin"	\$1,500.00
1 Draft Stallion "Royal Tom"	400.00
4 Shorthorn Bulls	800.00
2 Jersey Bulls	100.00
1 Holstein Bull	120.00
1 Ayrshire Bull	200.00
1 Shorthorn Bull Calf	25.00
1 Ayrshire Cow	150.00
1 Shorthorn Cow	200.00
1 Mare for Farm purposes	190.00
2 Boar Pigs	40.00
1 Sow Pig	20.00

IMPLEMENTS.

1 Hay Press	60.00
1 Hay Rake	30.00
1 Hay Tedder	30.00
1 set Harrows	20.00
1 Seeder	10.00
1 Iron Plough	15.00
1 Wood Plough	10.00
1 Trotting Gig	50.00
1 Side Sleigh	30.00
1 Root Cutter	10.00
1 Roller	20.00
1 Set Cart Harness \$20 ; 1 set Carriage Harness \$40	60.00
Other Harness	25.00
Tools and Small Implements	20.00
Hay, Feed, etc.	200.00
	<u>\$4,335.00</u>

JAMES B. SCLATER,
Secretary.

**REPORT OF MR. THOMAS HOWE CHIEF RANGER UNDER FOREST
FIRES ACT, 1906.**

THE HON. J. A. CLIFT, K.C.,

Minister of Agriculture and Mines :—

SIR,

I have the honour to submit for your information, my report in connection with my duties as Chief Woods Ranger for the year 1906.

I left my home at Brooklyn on the first day of May, and went to Port Blandford. I remained there a few days and helped Mr. Henry Duder survey and mark off some boundary lines and adjust some disputes which had occurred there over the boundaries. I then started for St. John's ; I arrived on the 9th. After making arrangements for my summer's work I first started in to examine the engines, regarding the apparatus with which they are fitted, and regarding the manner of their operation, with a view to the proper carrying out of the Forest Fires Act. I could only examine each engine as they came in day after day from over the line. I made a memorandum at the time of the number of engines I examined, the number of the engine, and the condition of the spark arrester, ash-pans, etc. ; but I regret to say that I have in some way mislaid the notes I took. I cannot correctly remember, but I think I examined fifteen engines at St. John's, one at Lewisporte, two at Bishop's Falls, and one at Bay of Islands. All the spark arresters at that time were new and as good as new, but not up to the standard provided in Section 8 of the Forest Fires Act.

I left St. John's on the 29th May and went across the Island, stopping off at different places along the line. I examined most of the saw-mills and I found some of them working under a very bad system, particularly by allowing practically all the slabs and saw-dust to go into the rivers. I ordered three mills to be stopped working until proper burners and conveyors were constructed to burn all the offal of the mill or to prevent its going into the waters. I reported this to the Department of Marine and Fisheries. This report was kindly acknowledged by Mr. Watson, late Deputy Minister, who requested me to make another examination of these mills, which I did, and was glad to be able to report to him that my instructions had been well carried out, and things were working under a much better system.

It affords me great pleasure to be able to state that I have very little to report with regard to forest fires during the past year. Although the weather was extremely hot and dry during the month of July there was practically no damage done to the forest by fire.

There were several fires started at different places along the railway track. To the best of my knowledge, I should say, the fires were started by fires from the trains. The men working on the line were very prompt in watching for and putting out any fire that would start, and no damage was done to the forest by any fire, to my knowledge.

On the 23rd of October a fire was reported to me to be raging at North Arm, N. D. B., I started at once and went to Lewisporte. There I learned that a saw-mill was burnt, that the fire was then out and that no woods was destroyed.

The fires that burnt the saw-mills at Mint Brook and Grand Falls did not destroy any timber of any value. A small area was burnt over at Mint Brook, but nothing of any value.

I spent all my time this year, with the exception of ten days, from the 1st of May to the 11th of December, away from my home, travelling the woods and rivers. This I did to make myself acquainted with the country generally and particularly the places where tourists and hunters fish and hunt game, as I consider this to be a great advantage to me in the way of protecting forest fires.

I made no charge to the Government for expenses later than the last of October, in connection with my work as Chief Ranger.

The total number of days I have spent this year in connection with my duties as a Chief Woods Ranger (215) two hundred and fifteen.

I have appointed three Deputy Rangers :

Mansfield Pettipas	Whitbourne.
John Fleet	Deer Lake.
Dean Gale	Robinson's Station.

I have instituted no presecutions this year.

I have the honour to be,

Sir,

Your obedient servant.

(Sgd.) THOS. HOWE,

Chief Woods Ranger.

St. John's, Dec 31st, A.D., 1906.

Return of Crown Land Grants issued

No. of Issue	Date of Issue.	Name.	No. of Grant.
1	July 29	John Trahey	10629
2	29	Rev. J. Thackeray.....	10662
3	29	Charlotte A. Haliburton.....	10620
4	29	John Davis	10643
5	29	John Dean.....	10626
6	29	Edward Lawlor	10638
7	29	Thomas Garland	10571
8	29	William J. Morris.....	10556
9	29	Edward Cram.....	10572
10	29	Charles Francis	10542
11	29	Francis Fewer.....	10623
12	29	Jacob H. Matthews.....	10581
13	29	Philip Chevalier.....	10610
14	29	do	10636
15	29	Moses Muise	10669
16	29	James and John Hoddinott	10606
17	29	Joseph, John and Samuel Gale.....	10643
18	29	James Feltham and Brothers.....	10682
19	29	Hubert Steel.....	10656
20	29	Robert Hiscock	10607
21	29	George Gaulton	10541
22	29	John Garrett.....	10573
23	29	George and Nelson Dyke	10635
24	29	John Dyke.....	10645
25	29	Joseph J. Dyke	10618
26	29	Francis Livier.....	10651
27	Aug. 18	Absalom Coles	9560
28	22	John Quilty... ..	10600
29	25	William Blanchard.....	10692
30	25	Anthony Blanchard.....	10706
31	25	William and Anthony Blanchard.....	10702
32	Sept. 5	Aloysius O'Rielly.....	10690
33	5	Thomas Foote	10700
34	23	Nicholas Hampden.....	10576
35	23	W. R. Halliday, and others.....	10605
36	23	John King.....	10579
37	23	James Greening.....	10621
38	30	Francis Canfield.....	10743
39	30	John R. Matthews	10577
40	30	Jonathan M. Noel.....	10602
41	30	William J. Martin.....	10707
42	30	John R. Mosher.....	10718
43	30	Edward Hawkins	10619
44	30	Lemuel Oldford... ..	10666
45	30	Edmund Oldford.....	10580
46	26	Edward Messier.....	10721
47	25	Richard J. Healey.....	10625
48	Oct. 7	William Crew.....	10647
49	7	Henry Maynard.....	10652
50	7	John Titford.....	10630
51	7	John M. White	10661
52	7	Michael Murphy	10578
53	7	Edward Marshall.....	10555
54	7	George A. Briffit.....	10676
55	7	David Pike	10591
56	7	Henry Turpin.....	10588
57	7	Michael Molloy	10688
58	7	Thomas Sutton.....	10632
59	7	William Miller.....	10554

during the year 1905-1906.

Locality.	Area.			Date of Grant.	Registry.		Amount
					Vol	Folio.	
Conception Harbor, District of Hr. Main....	A.	R.	P.	April 28, 1905	68	171	\$2 20
Belleoram, District of Fortune Bay.....			10	May 23, "	.....	170	1 00
Port Saunders District of St. Barbe.....	50	0	0	April 28, "	.....	189	16 00
Fox Hr., District of Placentia & St. Mary's	10	2	27	May 15, "	.....	181	4 30
Victoria Village, District of Carbonear.....	20	3	11	April 28, "	.....	179	7 30
Trinity East, District of Trinity.....	3	1	29	" 28, "	69	1	1 90
Seal Cove, District of Trinity.....	2	0	32	" 5, "	68	185	1 90
Lower Island Cove, District of Bay-de-V...	6	2	27	Mar. 21, "	.....	176	3 10
Small Point, District of Bay-de-Verde.....	3	0	10	April 5, "	.....	174	2 20
Salt Pond, District of Burin.....	2	3	20	Mar. 21, "	.....	183	1 90
Great St. Lawrence, District of Burin.....	2	1	25	April 28, "	.....	184	1 90
Grand Bank, District of Burin.....	2	3	33	" 5, "	69	2	1 90
Corner Brook, District of St. George's..	2	1	0	" 28, "	68	178	1 90
Corner Brook, District of St. George's.....	20	0	0	" 28, "	.....	173	7 00
Steel Mountain Rd, District of St. George's	80	0	0	May 23, "	.....	167	25 00
Indian Island North, District of Fogo.....	4	0	0	April 28, "	.....	191	2 20
Indian Island North, District of Fogo.....	3	1	21	" 28, "	.....	186	2 20
Gambo, District of Bonavista.....	8	1	0	June 8, "	69	3	3 70
Dog Bay, District of Fogo.....	6	1	20	May 15, "	68	172	3 10
Greenspond, District of Bonavista.....	1	0	14	April 28, "	.....	190	1 60
Brookfield, District of Bonavista.....	1	2	16	Mar. 21, "	.....	187	1 60
Squid Tickle Island, District of Bonavista..	2	2	32	April 5, "	.....	188	1 90
Safe Harbor, District of Bonavista.....	3	0	6	" 28, "	.....	180	2 20
Safe Harbor, District of Bonavista.....	2	0	8	" 28, "	.....	182	1 90
Salvage, District of Bonavista.....	13	2	8	" 28, "	.....	177	5 20
Island Rock Cove, District of Twillingate..	7	2	32	May 15, "	.....	169	3 40
Glenwood, District of Fogo.....	10	3	0	Nov. 13, 1902	64A	103	4 30
Crabbs River, District of St. George.....	54	0	0	April 28, 1905	69	3	17 20
Seal Rocks, District of St. George.....	2	3	20	Aug. 19, "	68	195	1 90
Seal Rocks, District of St. George.....	2	1	0	" 19, "	.....	196	1 90
Seal Rocks, District of St. George.....	9	0	0	" 19, "	68	197	3 70
Steel Mountain Rd, District of St. George..	27	3	0	June, 8, "	69	5	9 40
Grand Beach Barisway, District of Fortune	11	3	0	" 8, "	.....	4	4 60
Burin Bay, District of Burin.....	1	0	08	April 5, "	68	199	1 60
Job's Cove, District of Bay-de-Verde.....	8	2	0	" 28, "	.....	198	3 70
Perry's Cove, District of Bay-de-Verde.....	5	1	35	" 5, "	.....	193	2 80
Clode Sound, District of Bonavista.....	40	0	0	" 28, "	69	9	13 00
North River, District of Port-de-Grave.....	4	1	12	Sept. 13, "	.....	10	2 50
Grand Bank, District of Burin.....	3	1	10	April 5, "	.....	16	2 20
Freshwater, District of Bay-de-Verde.....	10	0	6	" 28, "	.....	15	4 30
Exploits River, District of Twillingate.....	290	1	38	Aug. 19, "	68	200	79 30
Three Rock Cove, District of St. George...	13	1	25	Sept. 13, "	69	11	5 20
Alexander Bay, District of Bonavista.....	12	0	0	April 28, "	.....	12	4 60
Alexander Bay, District of Bonavista.....	9	0	0	May 23, "	.....	14	3 70
Squid Tickle, District of Bonavista.....	1	2	0	April 5, "	.....	13	1 60
Tucker Brook, District of St. George.....	5	2	16	Sept. 13, "	69	6	2 80
Power's Point, Dist. of Placentia & St. M..	3	3	32	April 5, "	.....	8	2 20
Dawson's Cove, District of Fortune.....	3	1	25	May 15, "	.....	51	2 20
Thorburn Road, Dist. of St. John's West...	10	0	0	" 15, "	.....	45	4 00
Shearstown, District of Harbor Grace.....	6	1	25	April 28, "	.....	28	3 10
Victoria Village, District of Carbonear.....	1	2	15	May 23, "	.....	55	1 60
Carbonear, District of Carbonear.....	0	1	29	April 5, "	.....	40	1 30
Carbonear, District of Carbonear.....	0	3	24	Mar. 21, "	.....	20	1 30
Grank Bank, District of Burin.....	0	0	12	June 8, "	.....	46	1 30
St. Lawrence, District of Burin.....	1	0	15	April 5, "	.....	39	1 90
St. Lawrence, District of Burin.....	0	3	04	" 5, "	.....	30	1 30
Trepassey, Dist. of Placentia & St. Mary's..	6	0	15	June 8, "	.....	47	3 10
Trepassey, Dist. of Placentia & St. Mary's..	0	3	12	April 28, "	.....	27	1 30
S. E. Arm, Pl'tia, Dist. of Placentia & St. M	2	2	28	Mar. 21, "	.....	33	1 90

Return of Crown Land Grants issued

No. of Issue	Date of Issue	Name.	No. of Grant.
60	Oct.	7 James Osbourne.....	10665
61		7 Ford Manuel.....	10639
62		7 Esau Sheppard.....	10587
63		7 Fraser Bursey.....	10742
64		7 William Whiteway.....	10674
65		7 John and Gilbert Wareham.....	10598
66		7 Michael and Edward Elsmore.....	10701
67		7 William Chislett.....	10680
68		7 James Porter.....	10553
69		7 Samuel Wells, and others.....	10589
70		7 Israel Palmer.....	10582
71		7 Owen Burge.....	10548
72		7 John Handcock.....	10739
73		7 Daniel Best.....	10675
74		7 George Sweetapple.....	10667
75		7 James Pritchett.....	10655
76		7 James Pike.....	10640
77		7 Ebenezer Blackwood.....	10677
78		7 Israel Gale.....	10622
79		7 James B. Heulan.....	10641
80		7 George Heulan.....	10642
81		7 Amy LeGrandias.....	10650
82		7 Levi Heulen.....	10609
83		7 Julia St. John.....	10628
84		7 John Parsons.....	10601
85		7 Jane and Victor Pike.....	10723
86		7 William Hodder.....	10686
87		7 Valentine Goodyear.....	10683
88		7 John Reid.....	10627
89		7 John E. Cater.....	10617
90		7 Stephen J. Facey.....	10649
91		7 Peter Whiteway.....	10539
92		7 George Whiteway.....	10562
93		7 James Rowsell.....	10585
94		7 Noah Whiteway.....	10561
95		7 Archibald Scammell.....	10634
96		7 Thomas Ford and Brothers.....	10672
97		7 Stephen and John Rice.....	10559
98		7 Thomas Mannel.....	10653
99		20 North American Talc Company.....	10444
100		26 Joseph Porter.....	10437
101		30 Thomas P. O'Donnell.....	10368
102		30 William Driscoll.....	10736
103		31 Joseph Delaney.....	10507
104		31 Samuel Holloway.....	10703
105		31 Amos Hiscock (in trust) and others.....	10367
106		31 Samuel R. Oakley.....	10654
107		31 John Baker and Thomas Farewell.....	10746
108	Nov.	2 John Parsons.....	10593
109		4 John McCormack, sr, and Sons.....	10720
110		4 William LeDrew.....	10709
111		4 Victor Turpin.....	10664
112		4 Michael Wade.....	10694
113		4 Ronald Porter.....	10708
114		4 John and Thomas Belbin.....	10658
115		4 H. J. and A. Moores.....	10689
116		4 John Handcock, sr, and others.....	10737
117		4 Samuel Hoddinott.....	10685

during the year 1905-1906.

Locality.	Area.			Date of Grant.	Registry.		Amount
					Vol	Folio.	
Burnt Bay, District of Twillingate.....	A. 5	R. 2	P. 17	May 23, 1905	69	42	\$2 80
Brown's Arm, District of Twillingate.....	12	1	23	April 28, "		35	4 90
Northern Arm, District of Twillingate.....	29	0	13	" 5, "		31	10 00
Old Perlican, District of Bay-de-Verde.....	0	0	31	Sept. 13, "		61	1 30
Job's Cove, District of Bay-de-Verde.....	10	1	35	May 23, "		48	4 30
Salmon Cove, District of Bay-de-Verde.....	2	0	33	April 28, "		32	1 90
Hart's Cove, District of Bay-de-Verde.....	1	0	30	Aug. 19, "		18	1 60
Shoal Bay, District of Trinity.....	0	0	30	June 8, "		59	1 30
Elliston, District of Trinity.....	3	1	0	Mar. 21, "		36	2 20
Shoal Harbor, District of Trinity.....	9	2	21	April 5, "		34	4 00
Seal Cove, District of Trinity.....	2	2	12	" 5, "		25	1 90
Burge's Cove, District of Trinity.....	3	3	33	Mar. 21, "		21	2 20
Goose Bay, District of Bonavista.....	16	3	08	Sept. 13, "		57	6 10
Brookfield, District of Bonavista.....	0	3	18	June 8, "		60	1 30
Glovertown, District of Bonavista.....	3	2	0	May 23, "		54	2 20
Gambo, District of Bonavista.....	7	0	0	May 15, "		52	3 10
Goose Bay, District of Bonavista.....	18	1	17	April 28, "		41	6 80
Lances Cove, District of Bonavista.....	1	0	16	June 8, "		22	1 30
Robinson's River, District of St. George.....	59	0	0	April 28, "		62	18 70
Middle Barachois, District of St. George.....	39	2	0	" 28, "		64	12 70
Middle Barachois, District of St. George.....	59	0	0	" 28, "		63	18 70
Summerside, District of St. George.....	1	3	20	May 15, "		50	1 60
Middle Barachois, District of St. George.....	39	0	0	April 28, "		49	12 70
Birchy Cove, District of St. George.....	6	3	22	" 28, "		23	3 10
Bonne Bay, District of St. George.....	12	0	32	" 28, "		19	4 90
Curling, District of St. George.....	3	2	29	Sept. 13, "		17	2 20
Dog Bay, District of Fogo.....	4	2	12	June 8, "		56	2 50
Rocky Bay, District of Fogo.....	1	1	36	" 8, "		58	1 60
Dog Bay, District of Fogo.....	7	3	18	April 28, "		53	3 40
Dog Bay, District of Fogo.....	20	0	0	" 28, "		43	7 00
Charles Cove, District of Fogo.....	17	1	04	May 15, "		41	6 40
Musgrave Harbor, District of Fogo.....	1	2	38	Mar. 21, "		37	1 60
Musgrave Harbor, District of Fogo.....	0	3	11	" 21, "		38	1 30
Gander Bay, District of Fogo.....	3	3	31	April 5, "		26	2 20
Ragged Harbour, District of Fogo.....	1	2	28	Mar. 21, "		29	1 60
Gander Bay, District of Fogo.....	19	1	17	April 28, "		24	7 00
Gambo, District of Bonavista.....	19	0	0	May 23, "		66	6 70
Spencer's Dock, District of Twillingate.....	5	0	0	Mar. 31, "		65	2 50
Loon Bay, District of Twillingate.....	34	3	0	May 15, "		67	11 20
Inland Manuels, District of Hr. Main.....	37	2	0	Feb. 4, "		100	12 40
Manuels, District of Hr. Main.....	7	2	20	" 4, "		101	3 40
Bell Island, District of St. John's East.....	10	0	0	Dec. 5, "		102	4 00
Lower Island Cove, District of Bay-de-V.....	0	0	32	Sept. 30, "		95	1 30
Seal Rocks, District of St. George.....	1	1	24	Mar. 14, "		107	1 60
St. Jones Within, District of Trinity.....	3	1	12	Aug. 19, "		103	2 20
Manuels, District of Hr. Main.....	34	2	22	Dec. 5, "		105	11 50
Clode Sound, District of Bonavista.....	60	0	0	May 15, "		106	19 00
Boat Cove, District of Burin.....	2	2	29	Oct. 13, "		104	1 90
Greenspond, District of Bonavista.....	0	0	8	April 5, "		98	1 30
Baie Verte, District of St. Barbe.....	15	3	0	Sept. 13, "		86	5 80
Dog Bay, District of Fogo.....	2	3	36	Aug. 19, "		99	1 90
St. Lawrence, District of Burin.....	0	0	21	May 23, "		80	1 30
Conception Hr., District of Hr. Main.....	3	0	26	June 8, "		79	2 20
Elliston, District of Trinity.....	3	0	3	Aug. 19, "		96	2 20
New Melbourne, District of Trinity.....	1	2	32	May 15, "		75	1 60
Safe Harbor, District of Bonavista.....	3	0	19	June, 8, "		89	2 20
Goose Bay, District of Bonavista.....	21	0	14	Sept. 13, "		87	7 60
Greenspond, District of Bonavista.....	0	0	30	June 8, "		83	1 30

Return of Crown Land Grants issued

No. of issue	Date of Issue.	Name.	No. of Grant.
118	Nov.	4 Hugh and Bernard Hicks.....	10671
119		4 Alfred Menchenton	10716
120		4 Eli Langdon	10726
121		4 Jeremiah Fudge.....	10727
122		4 William Jenkins.....	10705
123		4 George Ovens.....	10715
124		4 John H. Butt.....	10699
125		4 Willis and Thomas H. Thistle.....	10696
126		4 Jordan Moores	10687
127		4 Richard Penney.....	10691
128		4 Elias Bursey	10741
129		4 Henry C. Dearin.....	10681
130		4 William Small	9509
131		4 Peter Alexander.....	10712
132		4 Rev. H. Petley, Chairman.....	10729
133		4 James McCue.....	10697
134		4 Louis Biaard.....	10695
135		4 Thomas J. AuCoin	10616
136		4 William J. Cooke	10657
137		4 Simon Tucker.....	10660
138		4 John Wells	10740
139		14 Arthur Baker.....	10392
140		5 Benjamin Davis and Brothers.....	10722
141		16 Elias March.....	10384
142		17 Wm. W. Tucker.....	8477
143		28 D. Denis.....	10728
144	Dec.	1 Sarah White.....	10688
145		1 Obadiah Moores.....	10712
146		2 John Pond.....	10594
147		3 James M. Jackman.....	10751
148		2 Owen J. Owen.....	10750
149		2 George Shears.....	10633
150		2 Charles Groves.....	10744
151		2 John Groves.....	10745
152		2 Edward J. Saunders.....	10732
153		2 Thomas Jacobs, sr.....	10575
154		2 James House.....	10608
155		2 John Turner	10596
156		4 M. P. Gibbs.....	10355
157		7 Newfoundland Conference	10459
158		7 Newfoundland Conference	10434
159		7 Newfoundland Conference	10455
160		7 Newfoundland Conference	10454
161		30 Peter Benoit	10803
162		30 Anthony Blanchard.....	10807
163		30 Magloir Blanchard	10805
1906.			
164	Jan.	3 George Gale.....	10644
165		3 Mary Wheeler.....	10733
166		3 Thomas Lane.....	10451
167		3 George Blackwood.....	10678
168		3 William Drover	10646
169		3 Richard Dwyer.....	10747
170		3 John R. ddick.....	10730
171		3 R. C. Episcopal Corporation	10826
172		18 Thomas Wooldridge.....	10753
173		24 Lucy G. Flynn.....	10717
174		24 Jacob Dewling	10821

during the year 1905-1906.

District.	Area.			Date of Grant.	Registry.		Amount
	A.	R.	P.		Vol	Folio.	
Pickford's Island, District of Bonavista.....	2	2	07	May 23, 1905	69	77	\$1 90
Norris' Arm, District of Twillingate	26	0	0	Sept. 13, "		68	8 80
Norris' Arm, District of Twillingate	17	0	0	" 13, "		90	6 10
Loon Bay, District of Twillingate	7	0	02	" 13, "		94	3 40
Springdale, District of Twillingate	9	3	14	Aug. 19, "		97	4 00
Norris' Arm, District of Twillingate	15	0	0	Sept. 17, "		82	5 50
Freshwater, District of Bay-de-Verde.....	1	3	12	Aug. 19, "		91	1 60
Broad Cove, District of Bay-de-Verde.....	4	3	22	June 8, "		93	2 50
Northern Bay, District of Bay-de-Verde ...	5	2	05	" 8, "		85	2 80
Salmon Cove, District of Bay-de-Verde.....	9	0	0	" 8, "		81	3 70
Old Perlican, District of Bay-de-Verde.....	0	0	31	Sept. 13, "		74	1 30
Flat Rocks, District of Bay-de-Verde.....	4	2	18	June 8, "		76	2 50
Farmer's Arm, District of Twillingate.....	33	2	20	July 9, 1902	64A	97	11 20
St. George, District of St. George.....	2	2	06	Aug. 19, 1905	69	92	1 90
Lark Harbor, District of St. George	0	0	18	" 19, "		84	1 00
Birchy Cove, District of St. George.....	19	0	35	Sept. 13, "		78	7 00
Wood's Island, District of St. George.....	7	0	02	Aug. 19, "		73	3 40
Codroy, District of St. George.....	49	2	36	June 9, "		72	16 00
Middle Barachois, District of St. George...	31	0	0	April 28, "		71	10 20
Birchy Cove District of St. George.....	7	3	26	May 15, "		70	3 40
Birchy Cove, District of St. George.....	7	3	0	" 23, "		69	3 40
Suley's Brook, District of Trinity.....	5	0	0	Sept. 13, "		121	3 50
Glovertown, District of Bonavista.....	6	2	0	Jan. 14, "		129	3 30
Sibley's Cove, District of Trinity.....	0	3	35	Sept. 13, "		128	1 30
Dogberry Hill Rd, Dist. of St John's West	13	2	0	Jan. 14, "		118	5 20
Big Barachois, District of St George	50	2	32	Feb. 3, 1898	56	59	16 20
Jersey Harbour, District of Fortune.....	3	0	20	Sept. 13, 1905	69	136	2 20
Safe Harbour, District of Bonavista.....	1	2	20	May 23, "		135	1 60
Random, District of Trinity.....	4	2	0	April 5, "		125	2 50
Mings' Bight, District of St. Barbe	5	0	0	Oct. 13, "	69	123	2 50
Davis' Cove, District of St. George	5	1	32	April 28, "		119	2 80
Middle Barachois, District of St. George...	34	0	0	Sept. 13, "		124	11 20
Goose Arm, Labrador, District of Labrador	4	2	16	" 13, "		120	2 50
Groves' Isld, Labrador, Dist. of Labrador..	8	2	32	" 2, "		127	3 70
Gander Bay, District of Fogo	0	0	26	April 5, "		126	1 30
Joe Batt's Arm, District of Fogo.....	2	0	20	" 28, "		115	1 90
Glovertown, District of Bonavista.....	8	1	08	" 28, "		109	3 70
Happy Adventure, District of Bonavista...	2	3	06	Sept. 5, "		116	1 90
Codroy, District of St. George.....	20	0	0	Feb. 4, "	67	167	7 00
Valleyfield, District of Bonavista.....	2	0	04	" 4, "	69	113	1 00
Valleyfield, District of Bonavista	0	2	05	" 4, "		111	1 00
Cat Harbour, District of Fogo.....	0	2	29	" 4, "		110	1 00
Cat Harbour, District of Fogo.....	1	0	32	Dec. 11, "		108	1 00
Stephenville Crossing, Dist. of St. George..	8	0	04	" 11, "		151	3 70
St. George, District of St. George.....	3	2	08	" 11, "		152	2 20
St. George, District of St. George.....	4	0	0	April 28, "		153	2 20
Robinson's River, District of St. George ...	61	2	0	Sept. 13, "	69	139	19 60
Southward Bay, District of Bonavista.....	13	0	07	Feb. 4, "		137	5 20
Goose Bay, District of Bonavista	6	0	36	June 8, "		143	2 10
Rocky Bay, District of Fogo.....	1	1	36	April 28, "		140	1 60
Hodges Cove, District of Trinity	20	3	15	Oct. 13, "		142	7 30
Bell Island, District of St. John's East.....	2	0	28	Sept. 13, "		138	1 90
Herring Neck, District of Twillingate.....	4	0	02	Jan. 3, 1906		141	2 50
St. John's, District of St. John's East.....	13	2	09	Dec. 11, 1905	2	29	1 00
Norris' Arm, District of Twillingate.....	21	2	0	Sept. 13, "	69	154	7 60
Mortier Bay, District of Burin.....	20	0	0	Jan. 3, 1906		114	7 00
Trouty, District of Trinity	1	0	0	" 3, "		155	1 30

Return of Crown Land Grants issued

No. of Issue	Date of Issue.	Name.	No. of Grant.
175	Feb. 22	Charles P. Farnell.....	10714
176	22	Henry T. Skeans.....	10748
177	22	Samuel Keefe.....	10749
178	22	Charles Loopes.....	10603
179	22	Caleb Barret, and others.....	10713
180	22	Willlam Bugden.....	10679
181	24	John T. Turpin.....	10847
182	24	John Fagan.....	10862
183	24	Stephen, George and Horatio Abbott.....	10564
184	24	Noah Diamond.....	10816
185	24	Joseph Ward.....	10754
186	Mar. 1	Alexander Anthony.....	10797
187	1	James Besant.....	10801
188	1	John Collins.....	10822
189	4	Adam Seward.....	10759
190	4	William Hillyard.....	10790
191	4	Allan Budden.....	10825
192	4	J. T. Bendle, Executor D. Lewis.....	10809
193	4	James Arnold.....	10796
194	4	Noah Diamond.....	10806
195	4	Maurice E. Boland.....	10811
196	4	William Allen.....	10831
197	4	Henry Allen.....	10798
198	4	Philip Dicks.....	10820
199	9	J. J. and F. May.....	8034
200	12	John Smart.....	9053
201	13	John F. Richards.....	10849
202	13	John Waddleton.....	10845
203	13	Lewis G. Hudson.....	10855
204	13	Leonard Curtis.....	10810
205	13	John Pelley, sr.....	10828
206	13	Stephen Snow.....	10843
207	13	Dean Gale.....	10858
208	13	James T. Downey.....	10814
209	13	Jeremiah Chaffey.....	10800
210	13	N. S. Steel & Coal Co., Ltd., and Dominion Iron & Steel Co., Limited...	10735
211	13	N. S. Steel & Coal Co., Ltd., and Dominion Iron & Steel Co., Limited...	10719
212	13	Nova Scotia Steel and Coal Co., Limited.....	10734
213	13	Dominion Iron and Steel Co., Limited.....	10738
214	24	William P. Rogerson.....	10833
215	24	James Blackwood.....	10832
216	24	Samuel and Charles Moores.....	10719
217	24	Michael Sparrow.....	10757
218	24	John Diamond.....	10818
219	24	John Bennett.....	10827
220	24	Bertram Janes.....	10856
221	24	Richard T. Legge.....	10783
222	24	Eugene Bougois.....	10804
223	24	Jeremiah Harvey.....	10791
224	24	Levi and Stephen Ball.....	10823
225	24	James Ludlow.....	10852
226	24	John H. Gill.....	10792
227	24	Eli. Snelgrove.....	10835
228	26	Aifred and Nathaniel Webb.....	10755
229	26	Jacob Tucker.....	10756
230	26	John Davis.....	10815
231	26	James Stewart.....	10841
232	26	John E. Stare.....	10834
233	26	James M. Legge.....	10782

during the year 1905-1906.

Locality.	Area.			Date of Grant.	Registry.		Amount
	A.	R.	P.		Vol	Folio.	
Corner Brook, District of St. George.....	28	3	08	Sept. 13, 1905	69	147	\$10 00
Bell Island, District of St. John's East.....	6	0	0	Oct. 13, "	...	148	2 80
Trump Island, District of Twillingate.....	10	3	09	" 13, "	.....	146	4 00
Upper Rocky Brook, District of Trinity.....	5	2	08	April 28, "	68	192	2 80
Nut Cove, District of Trinity.....	7	3	23	Sept. 13, "	69	150	3 40
Middle Lance Cove, District of Trinity.....	15	0	21	June 8, "	.....	149	5 80
St. Lawrence, District of Burin.....	3	0	35	Jan. 3, 1906	.....	160	2 20
Caplin Bay, District of Ferryland	17	3	0	" 3, "	.....	158	6 40
Doting Cove, District of Fogo	2	2	37	April 5, 1905	.....	159	1 90
Alexander Bay, District of Bonavista.....	7	0	0	Dec. 11, "	.....	157	3 10
Gambo, District of Bonavista.....	4	1	15	" 11, "	.....	161	2 50
Pilley's Island, District of Twillingate.....	4	3	25	" 11, "	.....	164	2 50
Three Rock Cove, District of St. George...	26	C	29	" 11, "	.....	162	9 10
Gambo, District of Bonavista.....	8	1	16	Jan. 3, 1906	.....	162	3 70
Clareville, District of Trinity	6	2	25	Dec. 11, 1905	65A	4	3 10
Blackhead, District of Bay-de-Verde.....	3	0	0	" 11, "	69	169	1 90
Burnt Bay, District of Twillingate.....	9	0	18	Jan. 3, 1906	.....	167	4 00
Burnt Arm, District of Twillingate	4	0	26	Dec. 11, 1905	65A	2	2 50
Glovertown, District of Bonavista	19	1	16	" 11, "	69	168	7 00
Middle Arm, Alex. Bay, Dist. of Bonavista	7	0	0	" 11, "	65A	1	3 10
Curling, District of St. George.....	11	1	01	" 11, "	.....	3	4 60
Petrie's Valley, District of St. George.....	10	0	0	Jan. 3, 1906	69	165	4 00
Petrie's Valley, District of St. George.....	20	0	0	Dec. 11, 1905	.....	166	7 00
Channel, District of Burgeo and LaPoile...	0	2	23	Jan. 3, 1906	.....	170	1 30
Pilley's Island, District of Twillingate.....	5	2	37	Feb. 20, 1896	57	71	2 70
Island Pond, District of St. John's East.....	23	3	0	April 15, 1901	62	37	8 20
Heart's Content, District of Trinity	5	0	28	Jan. 3, 1906	65A	10	2 80
Trepassey, Dist. of Placentia & St. Mary's	7	1	25	" 3, "	.....	9	3 40
Adam's Cove, District of Bay-de-Verde.....	30	0	0	" 3, "	70	4	10 00
Blackhead, District of Bay-de-Verde.....	8	0	0	Dec. 11, 1905	66A	11	3 40
Little Burnt Bay, District of Twillingate...	4	1	27	Jan. 3, 1906	.....	6	2 50
Henry Head's Cove, District of Twillingate	6	1	17	" 3, "	.....	5	3 10
Robinson's River, District of St. George ...	60	0	0	" 3, "	70	5	19 00
Crabbs, District of St. George	42	0	0	Dec. 11, 1905	.....	3	13 60
Crabbs, District of St. George.....	51	0	0	" 11, "	.....	6	16 30
Bell Island, District of St. John's East.....	37	1	08	Sept 13, "	65A	7	12 40
do do	135	0	0	" 13, "	70	1	41 50
do do	22	2	0	" 13, "	.....	2	7 90
do do	19	3	16	" 13, "	65A	8	7 00
Grand Lake.....	12	0	0	Jan. 3, 1906	.....	18	4 60
Thomas Noel's Rattle, District of Bonavista	1	1	17	" 3, "	.....	14	1 60
Blackhead, District of Bay-de-Verde.....	2	2	0	Dec. 11, 1905	.....	12	1 60
Brunette Island, District of Fortune Bay...	0	1	35	" 11, "	.....	13	1 30
Catalina, District of Trinity.....	1	3	20	Jan. 3, 1906	.....	19	1 60
Bell Island, District of St. John's East.....	1	3	16	" 3, "	.....	15	1 60
Paradise Road, District of Hr. Main	1	2	04	" 3, "	.....	16	1 60
Robinson's River, District of St. George...	60	0	0	Dec. 11, 1905	70	8	19 00
Stephenville, District of St. George.....	33	0	0	" 11, "	.....	12	10 30
Crabbs River, District of St. George	34	2	0	" 11, "	.....	13	11 50
Scissors Cove, District of Twillingate	20	1	26	Jan. 3, 1906	.....	7	7 30
Exploits, District of Twillingate	25	0	0	" 3, "	.....	11	8 50
Exploits, District of Twillingate.....	52	0	0	Dec. 11, 1905	.....	9	16 60
Birchy Island, District of Twillingate	2	2	15	Jan. 3, 1906	65A	17	1 90
Gander Bay, District of Fogo.....	18	0	04	Dec. 11, 1905	.....	25	6 30
Thorburn Road, Dist. of St. John's West ..	2	2	20	" 11, "	.....	23	1 90
Freshwater, District of Bay-de-Verde.....	0	2	10	" 11, "	.....	20	1 30
Corner Brook, District of St. George.....	3	3	18	Jan. 3, 1906	.....	21	2 20
Bay of Islands, District of St. George.....	5	1	03	" 3, "	.....	22	2 80
Robinson's River, District of St. George ...	62	0	0	Dec. 11, 1905,	70	14	19 60

Return of Crown Land Grants issued

No. of Issue	Date of Issue.	Name.	No. of Grant.
234	Mar. 26	John Duffey	10819
235	26	William T. Harris.....	10783
236	26	Jacob Harris.....	10787
237	26	Rev. W. T. Russell	10837
238	26	Jeremiah M. Pike.....	10771
239	31	James W. McCulloch.....	10830
240	31	John Snelgrove	10761
241	31	William D. Kennedy.....	10785
242	31	William Dicks	10794
243	31	Ernest H. Rennie.....	10767
244	31	Adam Lane.....	10784
245	31	Levi Blake.....	10802
246	31	Darius Norman.....	10777
247	31	Saul Stride.....	10758
248	31	John Peyton.....	10850
249	31	Herbert Green	10861
250	31	Patrick Green.....	10860
151	31	George Welshman.....	10752
252	31	Richard B. Shears.....	10765
253	31	John LeMoine.....	10781
254	31	Eliza J. O'Rourke.....	10773
255	31	Samuel Pareley	10770
256	31	Joshua Peddle.....	10769
257	April 6	P. K. Devine	7851
258	7	George Tarrant.....	10842
259	7	Terence Martin	10853
260	7	R. T. Squarrey.....	10956
261	7	John J. Oxley	10942
262	7	Owen J. Owen	10776
263	7	Owen J. Owen.....	10874
264	7	John and Stephen Lewis.....	10775
265	7	Alexander T. Shears.....	10851
266	7	Henry White.....	10952
267	7	Samuel Hender.....	10867
268	7	Job Kean.....	10877
269	7	Baxter Kean.....	10863
270	7	Ella S. M. Davis	10854
271	7	John Wiseman.....	10817
272	7	Arthur Saunders.....	10846
273	16	P. J. Hennebury.....	10844
274	16	Thomas Cormier.....	10937
275	16	Henry Baldwin	10920
276	16	William Power.....	10824
277	16	Robert G. Hale	10848
278	16	Edgar Fancey.....	10936
279	16	A. and J. Guy	10888
280	16	Simeon Button.....	10917
281	16	Archibald Button	10879
282	16	Jesse Buckler	10878
283	16	Israel Palmer.....	10923
284	16	Leonard Green.....	10829
285	16	James Green.....	10916
286	16	Willis G. Britt.....	10939
287	16	Eli Osbourne	10875
288	16	Samuel Baker	10772
289	16	David Martin.....	10924
290	16	Andrew Boyd.....	10907
291	16	Thomas Hoddinot.....	10893
292	16	E. S. Hennebury.....	10895

during the year 1905-1906.

Locality.	Area.			Date of Grant.	Registry.		Amount
	A.	R.	P.		Vol	Folio.	
Wood's Island, District of St. George.....	48	0	20	Jan. 3, 1906	.....	15	\$15 70
Three Rock Cove, District of St. George.....	22	2	16	Dec. 11, 1905	.....	16	8 20
Three Rock Cove, District of St. George.....	54	0	08	" 11, "	.....	17	17 50
Codroy, District of St. George.....	47	0	0	Jan. 3, 1906	.....	18	15 00
Crabbs River, District of St. George.....	34	2	0	Dec. 11, 1905	.....	19	11 00
Ferryland, District of Ferryland.....	15	2	10	Jan. 3, 1906	65A	26	5 80
Split Point Cove, District of Bay-de-Verde.....		1	18	Dec. 11, 1905	69	175	1 30
Little Catalina, District of Trinity.....	2	0	13	" 11, "	.....	178	1 90
Grand Bank, District of Burin.....	3	0	33	" 11, "	.....	177	2 20
Cape Ray, District of Burgeo and LaPoile..	9	0	0	" 11, "	.....	173	3 90
Gander Bay, District of Fogo.....	5	0	0	" 11, "	.....	174	2 50
Change Islands, District of Fogo.....	1	1	32	" 11, "	.....	172	1 60
Sunday Cove Island, District of Twillingate.....	12	1	12	" 11, "	.....	181	4 90
Burnt Bay, District of Twillingate.....	11	1	12	" 11, "	69	179	4 60
Burnt Bay, District of Twillingate.....	20	0	20	Jan. 3, 1906	70	21	7 30
Norris' Arm, District of Twillingate.....	20	2	0	" 3, "	.....	22	7 30
Norris' Arm, District of Twillingate.....	21	2	0	" 3, "	.....	25	7 60
Mount Moriah, District of St. George.....	4	3	07	Dec. 11, 1905	9	182	2 50
Robinson's River, District of St. George.....	44	0	0	" 11, "	70	24	14 20
Curling, District of St. George.....	21	0	06	" 11, "	.....	23	7 60
Curling, District of St. George.....	1	0	27	" 11, "	69	180	1 60
Mount Moriah, District of St. George.....	12	1	21	" 11, "	.....	176	5 20
Corner Brook, District of St. George.....	4	0	0	" 11, "	.....	171	2 20
Clode Sound, District of Bonavista.....	32	0	0	May 27, "	55	48	9 75
Burnt Arm, District of Twillingate.....	11	1	20	Jan. 3, 1906	69	190	4 60
Boyd's Harbor, District of Twillingate.....	3	1	33	" 3, "	.....	187	2 20
LaPoile River, District of Burgeo and LaPoile	105	2	07	Mar. 28, "	70	28	32 80
Crab's Brook, District of St. George.....	20	0	38	" 28, "	.....	26	7 30
Bay of Islands, District of St. George.....	5	1	39	Dec. 11, 1905	69	193	2 80
Summerside, District of St. George.....	2	2	38	" 11, "	.....	182	1 90
Petrie's Valley, District of St. George.....	9	0	0	Jan. 3, 1906	.....	189	3 70
Robinson's River, District of St. George.....	54	0	0	Mar. 28, "	70	30	17 20
Coal Brook, District of St. George.....	40	0	0	" 28, "	.....	29	13 00
Gambo, District of Bonavista.....	4	3	20	Jan. 3, "	69	184	2 50
Brookfield, District of Bonavista.....	1	1	08	" 23, "	.....	185	1 60
Thomas Noel's Cove, District of Bonavista.....	2	1	29	" 3, "	.....	186	1 90
Valleyfield, District of Bonavista.....	4	2	25	" 3, "	.....	183	2 50
Hare Bay, District of Bonavista.....	18	1	10	" 3, "	.....	191	6 70
Hare Bay, District of Bonavista.....	1	3	16	" 3, "	.....	188	1 60
Mortier Bay, District of Burin.....		3	33	Mar. 28, "	.....	195	1 30
Stephenville, District of St. George.....	20	0	0	" 28, "	65A	32	7 00
Humber Sound, District of St. George.....	4	0	16	Jan. 3, "	.....	30	2 50
Humber Sound, District of St. George.....	4	3	18	" 3, "	.....	29	2 50
Change Islands, District of Fogo.....	2	1	04	Mar. 28, "	69	196	1 90
Skinner's Harbor, District of Fogo.....		1	11	" 28, "	72	15	1 30
Musgrave Harbor, District of Fogo.....	5	1	24	" 22, "	.....	5	2 80
Lead Cove, District of Trinity.....		2	26	" 28, "	.....	8	1 30
Lead Cove, District of Trinity.....	5	0	0	" 28, "	.....	11	2 50
Seal Cove, District of Trinity.....	1	3	9	" 28, "	.....	18	1 60
Seal Cove, District of Trinity.....	1	1	0	Jan. 3, "	65A	28	1 60
Norris' Arm, District of Twillingate.....	17	0	0	Mar. 28, "	.....	31	6 10
Norris' Arm, District of Twillingate.....	18	0	0	" 28, "	72	1	6 54
Little Burnt Bay, District of Twillingate.....	10	0	33	" 28, "	69	197	4 30
Burnt Bay, District of Twillingate.....	2	2	22	" 28, "	65A	27	1 90
Saviour's Island, District of Twillingate.....	4	0	04	" 28, "	69	194	2 50
Boyd's Cove, District of Twillingate.....	3	2	0	" 28, "	72	6	2 20
Birchy Bay, District of Twillingate.....	2	3	24	" 28, "	.....	7	1 90
Curtis Cove, District of Twillingate.....	8	1	19	" 28, "	65A	3	70 00
Beaverton, District of Twillingate.....	5	0	0	" 28, "	72	14	2 50

Return of Crown Land Grants issued

No. of Issue	Date of Issue.	Name.	No. of Grant.
293	April 16	Thomas Brown.....	10869
294	16	George Collins	10883
295	16	William Brown of Edward	10921
296	16	Allan Bradbury.....	10871
297	16	James Brown	10877
298	16	Edward Blackwood, jr.....	10876
299	16	John Howell.....	10898
300	16	George Brown.....	10870
301	16	R. and B. Dyke.....	10884
302	21	Diocesan Synod.....	10802
303	21	Diocesan Synod.....	10812
304	23	John and Benjamin Abbott	10925
305	23	John Mead.....	10934
306	23	Edward S. Lawrence.....	10905
307	23	Francis Belbin.....	10915
308	23	Elisha, Richard and William Button.....	10922
309	23	Andrew Manuel	10908
310	23	Azariah Manuel.....	10913
311	23	John Napier.....	10914
312	23	Henry Melendy	10932
313	23	Frank Andrews.....	10926
314	23	Robert Brown and Brothers	10872
315	23	George Blundon.....	10873
316	30	Edmund Sweetapple.....	10951
317	30	William Stagg.....	10950
318	30	Abraham and Eli Turner.....	10957
319	30	Samuel Collins	10881
320	30	Thomas Ralph.....	10928
321	30	Arthur Vivian	10962
322	30	Alex. Collins and Joe Elkins.....	10882
323	30	Alphaeus Roberts	10948
324	30	William Thorne	10959
325	30	Israel Walters.....	10868
326	30	George Organ.....	10943
327	30	Matthew Harris	10892
328	30	John King, sr	10903
329	30	Martin Herritt.....	10896
330	30	Louisa Moores.....	10933
331	30	John Moores.....	10931
332	30	William Penney	10930
333	30	Francis Rimmer	10955
334	30	Richard Pope.....	10946
335	30	Daniel J. Gilker.....	10818
336	30	Henry Penney.....	10947
337	30	Thomas Kelley	10902
338	30	Ambrose Penney.....	10944
339	May 5	George Fowlow.....	10884
340	5	Loyal Orange Association	10938
341	5	William and Horatia Green.....	10890
342	5	Eli Rowe.....	10949
343	5	Newfoundland Conference.....	10941
344	5	J. J. J. and J. House.....	19894
345	5	Joseph Wells.....	10963
346	5	Samuel Noseworthy	10940
347	5	Wm., Fred and Victor Lane.....	10904
348	5	James Winters.....	10866
349	5	Allan Troke.....	10961
350	5	William H. White	10927
351	5	John B. Pettipas.....	10945

during the year 1905—1906.

Locality,	Area,			Date of Grant.	Registry.		Amount.
	A.	R.	P.		Vol.	Folio.	
Hare Bay, District of Bonavista.....	7	0	16	Mar. 28, 1906		2	\$3 40
Hare Bay, District of Bonavista..	1	0	0	" 28, "		3	1 30
King's Cove, District of Bonavista	1	2	11	" 28, "		17	1 60
Hollett's Cove, District of Bonavista.....	4	3	4	" 28, "		4	2 50
Salvage Bay, District of Bonavista.....	3	0	38	" 28, "		10	2 20
Loo Cove, District of Bonavista.....	1	0	0	" 28, "		9	1 30
West Tinkers Island, District of Bonavista.....	2	2	5	" 28, "		13	1 90
Happy Adventure, District of Bonavista	5	0	16	" 28, "		12	2 80
Salvage Bay, District of Bonavista.....	10	0	0	" 28, "		16	4 00
Bay Bulls Road, District of St. John's West...	0	1	4	Dec. 11, 1905	65A	25	1 00
Gooseberry Island, District of Bonavista.....	0	2	8	Mar. 14, "	68	168	1 00
Collins' Cove, District of Burin	0	2	35	" 28, 1906	65A	35	1 30
Burnt Island Brook, Dist of Burgeo and LaPoile	0	2	10	" 28, "	72	23	1 30
Burnt Island Brook, Dist of Burgeo and LaPoile	0	1	38	" 28, "		24	1 30
Seal Cove, District of Trinity.....	1	0	4	" 28, "	65A	36	1 30
New Melbourne, District of Trinity.....	9	1	8	" 28, "		39	4 00
Salt Pond, District of Twillingate	11	2	6	" 28, "	72	22	4 60
Salt Pond, District of Twillingate	19	3	10	" 28, "		21	7 00
Sandy Cove, District of Bonavista.....	4	3	24	" 28, "		20	2 50
Fox Cove, District of Bonavista.....	3	1	26	" 28, "		19	2 20
Valleyfield, District of Bonavista	2	1	30	" 28, "	65A	34	1 90
Cross Cove, District of Bonavista.....	12	0	0	" 28, "		37	4 60
Brooklyn, District of Bonavista	11	1	23	" 28, "		38	4 60
Glovertown, District of Bonavista.....	8	2	8	" 28, "	72	31	3 70
Shambiers' Cove, District of Bonavista	0	0	37	" 28, "		32	1 30
Happy Adventure, District of Bonavista.....	1	0	32	" 28, "		33	1 60
Shoal Bay, District of Bonavista ..	1	3	24	" 28, "	65A	41	1 60
Squid Tickle Island, District of Bonavista	2	2	36	" 28, "	72	25	1 90
Hare Bay, District of Bonavista.....	6	0	26	" 28, "		35	3 10
Hare Bay, District of Bonavista.....	7	3	08	" 28, "		36	3 40
Hare Bay, District of Bonavista.....	2	1	16	" 28, "		26	1 90
Burnt Is. Brook, Dist. of Burgeo and LaPoile..	0	1	18	" 28, "		34	1 30
Burnt Is. Brook, Dist. of Burgeo and LaPoile..	0	2	07	" 28, "		37	1 30
Burnt Is. Brook, Dist. of Burgeo and LaPoile..	0	1	20	" 28, "		39	1 30
Burnt Is. Brook, Dist. of Burgeo and LaPoile..	1	2	36	" 28, "		40	1 60
Burnt Is. Brook, Dist. of Burgeo and LaPoile..	1	1	13	" 28, "		41	1 60
Burnt Is. Brook, Dist. of Burgeo and LaPoile..	0	1	38	" 28, "		42	1 30
Burnt Is. Brook, Dist. of Burgeo and LaPoile..	1	2	12	" 28, "		43	1 60
Northern Bay, District of Bay-de-Verde	2	0	09	" 28, "	65A	43	1 90
Salmon Cove, District of Bay-de-Verde	1	0	23	" 28, "	72	38	1 60
Little Burnt Bay, District of Twillingate.....	4	3	01	" 28, "		27	2 50
Boyd's Cove, District of Twillingate.....	13	0	0	" 28, "		29	5 20
Petrie's Valley, District of St. George	17	2	21	" 28, "	65A	42	6 40
Middle Arm, District of St. George.....	1	0	22	" 28, "	72	28	1 60
Point Mall, District of Placentia and St. Mary's	16	1	14	" 28, "	65A	44	6 10
Green's Harbor, District of Trinity.....	1	2	18	" 28, "	72	30	1 60
Trinity East, District of Trinity.....	14	0	07	" 28, "		50	5 50
Robin Hoods, District of Trinity	0	0	14	" 28, "		47	1 30
Lower Island Cove, District of Bay-de-Verde...	8	3	20	" 28, "		45	3 70
Burnt Bay, District of Twillingate.....	12	2	0	" 28, "		54	4 90
Burnt Bay, District of Twillingate	3	3	22	" 28, "	65A	45	2 20
Hare Bay, District of Bonavista.....	7	1	0	" 28, "		46	3 40
Hare Bay, District of Bonavista.....	6	1	0	" 28, "	72	46	3 10
Wesleyville, District of Bonavista	11	0	0	" 28, "		44	4 30
Squid Tickle, District of Bonavista	4	3	24	" 28, "		52	2 50
Valleyfield, District of Bonavista.....	3	2	26	" 28, "		57	2 20
Hollett's Cove, District of Bonavista	5	0	12	" 28, "	72	47	2 80
Coal Brook, Stephenville Dist. of St. George..	20	0	0	" 28, "		48	7 00
Bay of Islands, District of St. George.....	1	0	0	" 28, "		53	1 30

Return of Crown Land Grants issued

No. of issue	Date of Issue.	Name.	No. of Grant.
352	May 5	John Traves.....	10960
353	5	Henry Gallant.....	10891
354	5	Samuel Sheppard.....	10954
355	5	George Sheppard.....	10953
356	12	Henry McWhirter.....	10912
357	12	Thomas LeDrew.....	10906
358	12	Thomas Fitzgerald.....	10886
359	12	John Thorne.....	10958
360	12	Aaron Elliott.....	10885
361	12	Robert Fudge.....	10889
362	12	Archibald Harris.....	10935
363	12	Elias Harris.....	10897
364	12	William Jerrett.....	10899
365	12	William Jerrett.....	10901
366	12	E. L. and W. J. Jerrett.....	10900
367	12	Henry Pynn.....	10929
368	12	W. M. Mansfield.....	10910
369	12	W. M. Mansfield.....	10911
370	21	H. and I. C. Mansfield.....	10909
371	21	N. S. Steele and Coal Co.....	9729
372	21	James Snow.....	7864
373	21	G. J. Carter.....	10880
374	21	Stephen Best.....	10290
375	June 9	Rev. John Line.....	10670
376	9	Joseph Blake.....	10864
377	9	Mark Best.....	10833
378	9	John Blake.....	10799
379	9	John Michelin.....	10780
380	9	Robert Best.....	10865

Department of Agriculture and Mines,

St. John's, Newfoundland, 30th June, 1906.

during the year 1905-1906.

Locality.	Area.	Date of Grant.	Registry.		Amount
			Vol	Folio.	
Little Harbor, District of St. George	10 0 0	Mar. 28, 1906		56	4 00
Little Harbor, District of St. George	7 0 0	" 28, "		51	3 10
Lark Harbor, District of St. George.....	1 3 21	" 28, "		55	1 60
Lark Harbor, District of St. George.....	4 3 27	" 28, "		49	2 50
Humber River, District of Fogo	20 0 0	" 28, "		58	7 00
Skinner's Harbor, District of Bay-de-Verde.....	1 0 12	" 28, "		69	1 60
Western Bay, District of Burgeo and LaPoile..	1 2 25	" 28, "		70	1 90
Burnt Island Brook, District of Twillingate.....	0 1 39	" 28, "	65A	48	1 90
Beaverton, District of Twillingate	2 3 30	" 28, "		50	1 90
Heads Harbor, District of Trinity	3 1 07	" 28, "	72	65	2 90
Seal Cove, District of Trinity.....	3 0 0	" 28, "		62	1 90
Seal Cove, District of Trinity.....	2 1 24	" 28, "		63	1 90
Cavendish, District of Trinity	0 1 31	" 28, "		66	1 30
Cavendish, District of Trinity	0 1 29	" 28, "		67	1 30
Cavendish, District of Trinity.....	0 0 37	" 28, "		68	1 30
New Melbourne, District of Trinity.....	4 0 0	" 28, "	65A	49	2 20
New Melbourne, District of Trinity.....	0 1 32	" 28, "	72	61	1 30
New Melbourne, District of Trinity.....	1 2 30	" 28, "		60	1 60
New Melbourne, District of Trinity.....	2 0 0	" 28, "		59	1 60
Bell Island, District of St. John's East	54 0 0	Sept. 17, 1903	70	20	17 20
Indian Arm, District of Twillingate	24 3 18	May 27, 1895	55	59	7 40
Exploits, District of Twillingate.....	0 3 06	Mar. 28, 1906	65A	40	1 30
Port Blandford, District of Bonavista	30 0 0	May 6, 1904	66	158	10 00
Indian Islands, District of Fogo	0 1 38	Mar. 23, 1905	65A	53	1 00
Grand Village, District of Labrador	0 2 32	Jan. 23, 1906	72	79	1 30
Mud Lake, District of Labrador ..	3 0 0	" 3, "		81	1 90
Mud Lake, District of Labrador.....	3 3 08	Dec. 11, 1905	72	77	2 20
Mud Lake, District of Labrador.....	2 3 08	" 11, "		78	1 90
Mud Lake, District of Labrador.....	7 1 16	Jan. 23, 1906		80	3 40
	4533 3 32				\$1758 40

J. A. CLIFT,
Minister of Agriculture and Mines.

Return of Licenses to Cut Timber

Date.	Name.
Jan. 18, 1906	Union Lumber Company
Mar. 28, "	John D. Copeland, Robert D. Kirk and Ignatius J. Soy
" 28, "	do do do
" 28, "	do do do
" 28, "	do do do
" 28, "	James W. Grant
" 28, "	George Clarke, Josiah Clarke, and Edward Brown

Department of Agriculture and Mines,
St. John's, Newfoundland, 30th June, 1906.

Return of Leases of Mill-Sites and Water

Date.	Name.
Feb. 4, 1905	Hon. R. K. Bishop, Administrator of the Estate of the late George L. Phillips.....
" 4, "	Alexander Spracklin and Weston H. Spracklin.....
Mar. 28, 1906	Edwin W. Roberts

Department of Agriculture and Mines,
St. John's, Newfoundland, 30th June, 1906.

Return of Lenses of Quarries

Date.	Name.
Nov. 6, 1905	James Weir
" 6, "	Charles H. Hutchings and James P. Blackwood.....
" 6, "	E. Monroe Squarrey.....

Department of Agriculture and Mines,
St. John's, Newfoundland, 30th June, 1906.

issued during the year 1905—1906.

Locality.	Area Sq. Miles	Annual Rental.	Bonus.
Inland Halls Bay, District of Twillingate.....	219	438 00	438 00
Paradise River, Sandwich Bay, Labrador.....	115	230 00	230 00
North River, Sandwich Bay, Labrador.....	182	364 00	364 00
Dikes River, Sandwich Bay, Labrador.....	160	320 00	320 00
White Bear River, Sandwich Bay, Labrador.....	32	64 00	64 00
Gambo, District of Bonavista.....	4	8 00	8 00
West Pond, Hall's Bay, District of Twillingate	23	46 00	46 00

J. A. CLIFT,
Minister of Agriculture and Mines.

Powers issued during the year 1905—1906.

Locality.	Annual Rental.
South West Arm, New Bay, District of Twillingate.....	5 00
Broad Cove, Clode Sound, District of Bonavista	5 00
Wild Cove, White Bay, District of St. Barbe	5 00

J. A. CLIFT,
Minister of Agriculture and Mines.

issued during the year 1905—1906.

Locality.	Area.			Annual Rental.
	A.	R.	P.	
Bay du Nord, District of Burgeo and LaPoile	80	0	0	20 00
Bay du Nord, District of Burgeo and LaPoile	301	0	0	75 25
Bay du Nord, District of Burgeo and LaPoile	282	0	0	95 75

J. A. CLIFT,
Minister of Agriculture and Mines.

Return of Mining Licenses issued

Date.	Registry.		Name.
	Vol.	Folio.	
*1905.			
July 6	15	255	Sydney Woods.....
8	15	256	William Thompson.....
8	15	257	Charles F. Taylor.....
11	15	258	Luke Chafe and John H. Freeman.....
11	15	259	Luke Chafe and John H. Freeman..
11	15	260	George Macduff and Luke Chafe.....
14	15	261	James R. Hayse.....
15	15	262	Robert G. Rendell.....
18	15	263	Frederick Moore.....
19	15	264	Michael L. Parrell.....
Sept. 9	15	265	Annie Oxley.....
July 21	15	266	William Campbell.....
25	15	267	Thomas Brunett.....
Aug. 4	15	268	John Butler, Jabez Butler and Eli Butler.....
4	15	269	William Kennedy.....
4	15	270	William Kennedy.....
14	15	271	William E. Bearns.....
14	15	272	William J. Russell.....
15	15	273	William J. Russell.....
15	15	274	William J. Russell.....
17	15	275	Horace M. Herbert.....
17	15	276	Albert H. Martin and William J. Martin.....
17	15	277	Thomas Elsworth.....
19	15	278	Edward F. Harvey.....
Sept. 25	15	279	George F. Allison.....
25	15	280	George F. Allison.....
25	15	281	George F. Allison.....
Aug. 19	15	282	John Harvey.....
22	15	283	John Bouzan and John Browning.....
22	15	284	George D. Mumford.....
22	15	285	George Mumford.....
22	15	286	George Mumford.....
22	15	287	George Mumford.....
22	15	288	George Mumford.....
22	15	289	George Mumford.....
22	15	290	George Mumford.....
22	15	291	George Mumford.....
25	15	292	George Mumford.....
29	15	293	Robert B. Job and John Harvey.....
29	15	294	Edward F. Harvey.....
29	15	295	J. Sinclair Tait.....
Sept. 1	15	296	George Novmey.....
2	15	297	Alexander McDougall.....
5	15	298	J. Sinclair Tait.....
5	15	299	George Jennings and Jacob Cable.....
6	16	1	John Harvey, William G. Gosling and Samuel Fogwill.....
6	16	2	Thomas J. Freeman.....
8	16	3	James W. Grant.....
8	16	4	Assad Kawaja.....
8	16	5	George D. Mumford.....
8	16	6	George D. Mumford.....
8	16	7	Charles R. Thompson.....
8	16	8	Charles R. Thompson.....
15	16	9	Chesley A. Manuel.....
18	16	10	Joshua Hookey.....
21	16	11	Richard D. Walsh and David A. Flynn.....
22	16	12	George D. Mumford.....
22	16	13	George D. Mumford.....
22	16	14	George D. Mumford.....

APPENDIX.

during the year 1905—1906.

Residence.	Fee.	Locality.	Remarks.
St. John's	\$10 00	Broad Cove, Port-au-Port Bay	
St. John's.....	20 00	Famish Gut, Placentia Bay	
St. John's	20 00	Long Pond, Conception Bay	
Rose Blanche & St. John's	10 00	Rose Blanche, District of Burgeo and LaPoile.....	
Rose Blanche & St. John's	10 00	Rose Blanche, District of Burgeo and LaPoile.....	
Rose Blanche	10 00	Red Island, District of Burgeo and LaPoile	
St. George's.....	60 00	Lewis Brook, Port-au-Port Bay	
St. John's.....	10 00	Nepoktulgatsnk Island, Labrador	
St. Anthony	10 00	Saint Lunaire Bay, District of St. Barbe	
St. John's... ..	10 00	Conche, District of St. Barbe.....	
Topsail	10 00	Indian Pond, Conception Bay.....	
St. John's.....	10 00	Foxtrap and Kelligrews, Conception Bay.....	
St. John's	10 00	Clode Sound, Bonavista Bay.....	
Topsail, Burnt Is, Exploits	30 00	Seldom-Come-Bye, District of Fogo.....	
Collier's, Conception Hr..	20 00	Collier's, Conception Bay.....	
Collier's, Conception Hr..	10 00	Collier's, Conception Bay.....	
St. John's.....	10 00	Collier's, Conception Bay.....	
St. John's.....	50 00	Foxtrap, Conception Bay	
St. John's.....	10 00	Foxtrap, Conception Bay.....	
St. John's	10 00	Foxtrap, Conception Bay.....	
Baie Verte.....	10 00	New World Island, Notre Dame Bay.....	
St. John's... ..	60 00	Broad Cove, Conception Bay.....	
Englee.....	10 00	Wild Cove, District of St. Barbe	
St. John's.....	20 00	Coachman's and Slaughter H. Coves, D. of St. B.	
New York, U.S.A.....	100 00	Baie Verte, District of St. Barbe.....	
New York, U.S.A.....	90 00	Baie Verte, District of St. Barbe.....	
New York, U.S.A.....	50 00	Baie Verte, District of St. Barbe.....	
St. John's.....	40 00	Kelligrews, Conception Bay.....	
Little Bay & St. John's...	20 00	Little Bay, Notre Dame Bay	
New York, U.S.A.....	10 00	Little Bay, Notre Dame Bay	
New York, U.S.A.....	10 00	Otter Island, Notre Dame Bay	
New York, U.S.A.....	60 00	Little Bay Islands, Notre Dame Bay.....	
New York, U.S.A.....	40 00	Hall's Bay, Notre Dame Bay.....	
New York, U.S.A.....	40 00	Davies Pond, Notre Dame Bay	
New York, U.S.A.....	80 00	Bob's Head, Notre Dame Bay	
New York, U.S.A.....	260 00	Little Bay, Notre Dame Bay.....	
New York, U.S.A.....	80 00	Little Bay, Notre Dame Bay.....	
New York, U.S.A.....	40 00	Hall's Bay, Notre Dame Bay.....	
St. John's.....	40 00	Baie Verte, District of St. George ..	
St. John's.....	30 00	Coachman's Cove, District of St. Barbe.....	
St. John's.....	30 00	Strong Islands, District of Notre Dame Bay	
Pilley's Island	10 00	Notre Dame Island, District of St. Barbe.....	
St. John's.....	40 00	Baie Verte, District of St. Barbe	
St. John's.....	10 00	Rabbitt's Arm, District of Notre Dame Bay.....	
Clarke's Beach, C.B.....	70 00	Snow's Pond, Conception Bay	
St. John's.....	40 00	Snow's Pond, Conception Bay.....	
St. John's.....	10 00	Holyrood, Conception Bay.....	
St. John's.....	20 00	Fleur de Lys, District of St. Barbe.....	
St. John's.....	20 00	St. Julien's Harbor, St. Barbe	
New York, U.S.A.....	140 00	Long Island, District of Notre Dame Bay	
New York, U.S.A	10 00	Seal Islands, District of Notre Dame Bay	
St. John's.....	20 00	Croc Harbour, District of St. Barbe.....	
St. John's.....	10 00	St. Julien's Harbor, District of St. Barbe	
Exploits Harbor.....	20 00	Fleur de Lys Harbour, District of St. Barbe.....	
St. John's.....	10 00	Duffett, Placentia Bay.....	
Little Bay and St. John's	20 00	Little Bay, District of Notre Dame Bay.....	
New York, U.S.A.....	70 00	Hall's Bay, District of Notre Dame Bay	
New York, U.S.A.....	30 00	Hall's Bay, District of Notre Dame Bay	
New York, U.S.A.....	80 00	Little Bay, District of Notre Dame Bay.....	

Return of Mining Licenses issued

Date.	Registry.		Name.
	Vol	Folio.	
Sept. 23	16	15	George J. Keough and Herbert Hayward
Oct. 30	16	16	Edward Doyle
Sept. 27	16	17	Charles O'Neill Conroy and William A. Bartlett.....
27	16	18	Nova Scotia Steel and Coal Company, Ltd
27	16	19	Nova Scotia Steel and Coal Company, Ltd
27	16	20	Charles R. Thompson, William Cook and Charles J. Barnes
27	16	21	Charles R. Thompson
27	16	22	Charles R. Thompson.....
27	16	23	Jonathan Noseworthy.....
27	16	24	James P. Crotty and Thomas Smyth.....
Oct. 11	16	25	George F. Allison
9	16	26	Charles S. Rowland
9	16	27	Charles F. Taylor
14	16	28	Andrew Murray.....
16	16	29	George J. Keough and John V. O'Dea.....
16	16	30	George Mackinson, jr.....
18	16	31	Donald Morison.....
20	16	32	Chesley A. Manuel
28	16	33	Alexander McDougall
28	16	34	Alexander McDougall
28	16	35	William G. Smith.....
30	16	36	George Makinson, jr
Aug 8	16	37	Albert LeC Berteau
Nov. 6	16	38	Joseph Saunders
Dec. 10	16	39	James J. Smith and James Elsworth.....
13	16	40	Francis J. Morris.....
Nov. 20	16	41	William G. T. Martin.....
21	16	42	Albert H. Martin and William J. Martin
21	16	43	Francis Maynard.....
21	16	44	Donald Morison.....
25	16	45	Archibald Lindsay
27	16	46	J. Sinclair Tait.....
27	16	47	J. Sinclair Tait.....
Dec. 1	16	48	William E. Brarus.....
2	16	49	Frederick Martin.....
4	16	50	James M. Andrews, Henry Andrews, Arthur W. Shirran, George Andrews, John Shirran, Samuel Parmiter and John W. Aitken....
6	16	51	Charles R. Thompson, William Cook and Charles J. Barnes
6	16	52	Charles R. Thompson, William Cook and Charles J. Barnes.....
8	16	53	Samuel Ruby
11	16	54	George W. Bartlett
13	16	55	Robert G. Rendell.....
1906.			
Jan. 9	16	56	John Herbert Daniel Carter.....
1905.			
Dec. 16	16	57	Robert G. Rendell.....
19	16	58	Chas. F. Taylor
21	16	59	J. Sinclair Tait.....
1906.			
Jan 2	16	60	James J. Smith
3	16	61	William G. Pushie and Charles T. Dixon.....
4	16	62	Walter M. Balfour
6	16	63	Hon. John Harvey.....
6	16	64	Hon. John Harvey.....
6	16	65	Hon. John Harvey
6	16	66	Michael Connolly and Jas. Norris

during the year 1905—1906.

Residence.	Fee.	Locality.	Remarks
St. John's	\$10 00	Cape St. Charles, Labrador.....	
St. John's	50 00	Ming's Bight, District of St. Barbe.....	
St. John's & Bay Roberts	10 00	Western Arm, White Bay.....	
New Glasgow	10 00	Bell Island, Conception Bay.....	
New Glasgow	10 00	Bell Island, Conception Bay	
St. John's	20 00	Cinq Cerf Bay, District of Burgeo and LaPoile...	
St. John's	10 00	Little Bay, Notre Dame Bay.....	
St. John's	20 00	Baie Verte, District of St. Barbe	
St. John's	10 00	Alexander Bay, District of Bonavista.....	
St. John's	20 00	Dog Pond, Conception Bay.....	
New York, U.S.A.....	40 00	Stock Cove, District of Bonavista.....	
Gander Bay.....	10 00	Barry's Brook, Gander Bay.....	
St. John's	20 00	Badger Bay, Notre Dame Bay.....	
St. John's	40 00	Ming's Bight, St. Barbe	
St. John's	10 00	St. John's Harbor.....	
Brigus.....	10 00	Brigus, Conception Bay.....	
St. John's	10 00	Long Island, Notre Dame Bay.....	
Exploits Harbor	10 00	Fleur de Lys, District of St. Barbe	
St. John's	20 00	Fleur de Lys, District of St. Barbe	
St. John's	20 00	Baie Verte, District of St. Barbe	
St. John's	20 00	Ming's Bight, District of St. Barbe	
Brigus.....	20 00	Brigus, Conception Bay	
St. John's	10 00	Mosquito, District of Carbonear.....	
Little Ward's Harbour....	10 00	Great Braha Bay, District of St. Barbe.....	
Botwoodville	30 00	Seldom-Come Bye Harbor.....	
St. John's	10 00	Harbor Main, Conception Bay.....	
Baie Verte.....	30 00	Baie Verte, District of St. Barbe	
St. John's	40 00	Horse Cove, Conception Bay	
St. John's	20 00	Winsor Lake, District of St. John's East.....	
St. John's	10 00	Hamilton Inlet, Labrador	
St. John's	10 00	Tickle Bay, Trinity Bay	
St. John's	20 00	South Arm, New Bay, N.D.B	
St. John's	20 00	Rabbitts Arm, Notre Dame Bay.....	
St. John's	20 00	Shoal Tickle Islands, Notre Dame Bay.....	
Harbor Grace.....	10 00	White Bear Bay, Labrador	
Notre Dame Bay.....	10 00	S. W. Arm, New Bay, Notre Dame Bay.....	
St. John's	20 00	Cinq Cerf Brook, District of Burgeo and LaPoile..	
St. John's	20 00	Cinq Cerf Brook, District of Burgeo and LaPoile..	
St. John's	10 00	South Shore, Conception Bay.....	
Brigus.....	10 00	Sansom Island, Notre Dame Bay	
St. John's	20 00	Cinq Cerf Brook, District of Burgeo and LaPoile..	
Humbermouth.....	30 00	Tweed Islands, Bay of Islands.....	
St. John's	20 00	St. John Bay, District of St. Barbe	
St. John's	10 00	Cape St. Anthony, District of St. Barbe.....	
St. John's	20 00	Sunday Cove Island, Notre Dame Bay.....	
Botwoodville.....	20 00	Job's Cove, Conception Bay	
St. John's	20 00	Bate Verte, District of St. Barbe.....	
St. John's	10 00	Hammock Island, Bay of Exploits.....	
St. John's	30 00	Baie Verte, District of St. Barbe.....	
St. John's	30 00	Baie Verte, District of St. Barbe.....	
St. John's	10 00	Baie Verte, District of St. Barbe.....	
St. John's & Three Arms..	20 00	Hardy Harbour, District of St. Barbe	

Return of Mining Licenses issued

Date.	Registry.		Name.
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1905.			
Jan. 6	16	67	J. Sinclair Tait
6	16	68	Alexander H. Brown
8	16	69	James Rendell.....
8	16	70	Timothy M. Mitchell.....
10	16	71	Everett N. Garnsey
17	16	72	Sydney Woods.....
22	16	73	Cyril W. G. Tessier.....
24	16	74	Robert W. G. Rendell
27	16	75	John J. Oxley.....
29	16	76	George Hodder.....
29	16	77	Nova Scotia Steel and Coal Company.....
30	16	78	Sydney Woods
30	16	79	Alexander Shearing, Wm. Pittman, Solomon Penny and Alexander Penny ...
30	16	80	William F. Horwood and Reuben F. Horwood
1906.			
Feb. 5	16	81	William Campbell.....
6	16	82	Charles R. Thompson and William Cook.....
20	16	83	Sydney Woods
20	16	84	Wm. Walker, Rev. Arthur Pittman, Andrew G. Gullan and Josiah Saunders..
21	16	85	Charles F. Taylor.....
27	16	86	Charles R. Thompson, William Cook and Charles J. Barnes.....
27	16	87	James Coughlan
27	16	88	Edward Parsons
March 5	16	89	William Kennedy and Bernard J. St. John.....
6	16	90	Robert B. Job.....
7	16	91	Thomas Kelly.....
10	16	92	James M. Andrews, Peter Mitchell, Arthur Shearen, George Andrews, Henry Andrews and John W. Aitken.....
12	16	93	Robert B. Job.....
12	16	94	George D. Mumford
19	16	95	John W. Aitken.....
20	16	96	John Walsh.....
27	16	97	Samuel J. Foote.....
April 2	16	98	William B. Gladding
2	16	99	William B. Gladding
3	16	100	Cyril W. G. Tessier
3	16	101	Cyril W. G. Tessier
3	16	102	George Hodder, sr., James Jones and Stanley Jones
5	16	103	William Churchill, Frank J. Morris, John Anderson, Samuel Churchill, and Richard Roache, William Clements.....
5	16	104	John J. Oxley
5	16	105	William F. Horwood and Reuben F. Horwood
May 29	16	106	William Campbell and Harold C. Tessier.....
25	16	107	Cyril W. G. Tessier.....
April 14	16	108	William C. Job.....
14	16	109	William C. Job.....
14	16	110	Robert Boyd, sr., and Robert Boyd, jr
14	16	111	Robert Boyd, jr., and Robert Small.....
May 19	16	112	John Cameron.....
April 16	16	113	William B. Gladding.....
16	16	114	William B. Gladding.....
17	16	115	William Campbell.....
18	16	116	Charles R. Thompson
19	16	117	The Nova Scotia Steel and Coal Co., Ltd.....
24	16	118	Charles W. H. Tessier.....
24	16	119	Albert Shearing, William Pittman, Albert Penny and Solomon Penny
24	16	120	Owen J. Owen.....
24	16	121	Robert Freeman and John Bouzan.....

during the year 1905—1906.

Residence.	Fee.	Locality.	Remarks.
St. John's & Three Arms ...	\$10 00	Seal Island, District of St. Barbe	
St. John's & Three Arms ...	10 00	Topsail, Conception Bay.....	
St. John's & Three Arms ...	10 00	Quidi Vidi Harbor, St. John's East	
St. John's & Three Arms ...	10 00	Long Pond, District of Harbor Main	
New York.....	30 00	Moreton's Harbor, Notre Dame Bay	
St. John's	20 00	Moreton's Harbor, Notre Dame Bay	
St. John's	10 00	Cuttle Cove, New Bay.....	
St. John's	10 00	Plaster Cove, Bay St. George	
St. John's	60 00	Kelligrews, Conception Bay.....	
Twillingate	10 00	Bluff Head, Notre Dame Bay.....	
New Glasgow.....	50 00	Bell Island, Conception Bay.....	
St. John's	30 00	Moreton's Harbor, Notre Dame Bay	
Notre Dame Bay.....	10 00	Sops Arm, Notre Dame Bay	
St. John's	10 00	Keel's, Bonavista Bay.....	
St. John's	10 00	Verran's Island, Placentia	
St. John's	10 00	Little Bay, Notre Dame Bay	
St. John's	20 00	New World Island, Notre Dame Bay.....	
Notre Dame Bay.....	20 00	Gull Cliff, Notre Dame Bay.....	
St. John's	60 00	Hall's Bay, Notre Dame Bay.....	
St. John's	40 00	Cinq Cerf Brook, Notre Dame Bay.....	
St. John's .....	.....	Cinq Cerf Brook, Notre Dame Bay.....	
Harbor Grace ...	10 00	Grate's Cove, Bay-de-Verde.....	
St. John's	10 00	Collier's, Conception Bay.....	
St. John's	20 00	Bell Island, Conception Bay	
St. John's	40 00	Foxtrap, Conception Bay.....	
Notre Dame Bay	10 00	Fleury Bight, Notre Dame Bay	
St. John's	140 00	Child's Brook, Gander River.....	
New York	40 00	Burton's Pond, Notre Dame Bay.....	
Botwoodville.....	10 00	Seldom-Come-Bye, District of Fogo	
Little Bay	10 00	Little Bay, Notre Dame Bay	
St. John's	10 00	Snooks' Arm, Notre Dame Bay.....	
New York.....	120 00	Woodford's Arm, Notre Dame Bay.....	
New York.....	60 00	Rabbit's Arm, Notre Dame Bay	
St. John's	10 00	Fleur de Lys, District of St. Barbe.....	
St. John's	10 00	New Bay, Notre Dame Bay	
Twil'gate, Chance Hr. West	10 00	New World Island, Notre Dame Bay.....	
St. John's,			
Topsail & Bell Island.....	40 00	Bell Island, Conception Bay.....	
St. John's	10 00	Long Pond, Conception Bay	
St. John's	10 00	S. W. Arm, Trinity Bay	
St. John's	40 00	Gander River, Bay D'Espoir.....	
St. John's	60 00	Gander River, Bay D'Espoir.....	
St. John's	20 00	Ming's Bight, District of St. Barbe.....	
St. John's	20 00	Ming's Bight, District of St. Barbe.....	
Tizzard's Harbour	10 00	Chapel's Island, Notre Dame Bay.....	
Tizzard's Harbour	10 00	Toad's Asses, Notre Dame Bay	
London, England.....	60 00	Clarke's Beach, Conception Bay	
New York.....	10 00	Pilley's Island, Notre Dame Bay.....	
New York.....	210 00	Pilley's Island, Notre Dame Bay.....	
St. John's	10 00	Holyrood, Conception Bay.....	
St. John's	10 00	Thomson Island, District of St. Barbe	
New Glasgow	30 00	Gander Bay, Notre Dame Bay.....	
St. John's	10 00	Ming's Bight, District of St. Barbe.....	
Notre Dame Bay.....	10 00	Sop's Arm, Notre Dame Bay.....	
Bay of Islands.....	40 00	Pearl Island, Bay of Islands.....	
St. John's & Little Bay.....	20 00	Riverhead Bay, White Bay.....	

Return of Mining Licenses issued

Date.	Registry.		Name.
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June 22	16	122	J. Arthur Greene.....
23	16	123	J. Arthur Greene.....
April 26	16	124	Robert G. Rendell.....
26	16	125	William Campbell and William Campbell.....
26	16	126	William Campbell and William Campbell.....
May 5	16	127	Henry T. Butt, William Mitchell and William March.....
5	16	128	Assad Kawaja, Michael Parrell and Catherine Colbert.....
5	16	129	Assad Kawaja, Michael Parrell and Catherine Colbert.....
June 14	16	130	Charles Smith.....
May 8	16	131	George Hodder, sr, and Frederick Ashton Scott.....
14	16	132	Frank J. Morris and James Murphy.....
16	16	133	Thomas Hanrahan.....
16	16	134	Thomas Hanrahan.....
18	16	135	William B. Gladding.....
18	16	136	William B. Gladding.....
18	16	137	William B. Gladding.....
18	16	138	William B. Gladding.....
26	16	139	John J. Oxley.....
July 16	16	140	William Campbell.....
May 29	16	141	Hon. G. H. Emerson.....
29	16	142	Richard D. Walsh, Patrick Burke, James Norris and Robert Young.....
31	16	143	John J. St. John.....
30	16	144	Carl M. Hansen.....
June 2	16	145	Alexander McDougall.....
2	16	146	William Campbell.....
2	16	147	William Campbell and Thomas French.....
4	16	148	John J. St. John.....
4	16	149	William E. Bearns.....
4	16	150	William E. Bearns.....
5	16	151	William E. Bearns.....
6	16	152	Edward Doyle.....
6	16	153	Edward Doyle.....
8	16	154	George B. Tibert.....
7	16	155	Charles L. Bryant.....
6	16	156	Janet Stirling, Georgina Stirling, Lucy Stirling, Rose Stirling, and..... Josiah Manuel and Charles O'Neill Conroy.....
6	16	157	Sir William H. Horwood, Alexander F. Shirran and Joseph Pippy.....
6	16	158	Sir William H. Horwood, Alexander F. Shirran and Joseph Pippy.....
9	16	159	John J. St. John.....
9	16	160	William Cook.....
9	16	161	William Cook.....
9	16	162	James Campbell.....
9	16	163	James Campbell.....
11	16	164	Walter Clouston and Sidney Woods.....
12	16	165	John J. St. John.....
12	16	166	William G. Gosling.....
15	16	167	John T. Aitken.....
15	16	168	Michael Lemee and Cornelius P. Eagan.....
16	16	169	William Campbell.....
25	16	170	Michael Lemee and Cornelius P. Eagan.....
11	16	171	Edward F. Harvey.....
18	16	172	Obadiah Hodder.....
12	16	173	Obadiah Hodder.....
19	16	174	Alexander H. Brown.....
19	16	175	William Campbell and Archibald Lindsay.....
19	16	176	William Campbell and Archibald Lindsay.....
19	16	177	Charles R. Thomson.....
19	16	178	William Campbell and John J. Oxley.....
22	16	179	Joseph Pippy.....

during the year 1905—1906.

Residence.	Fee.	Locality.	Remarks.
London, England.....	\$20 00	Bell Island, Conception Bay.....	
London, England.....	40 00	Bell Island, Conception Bay.....	
St. John's	30 00	Sop's Arm, White Bay.....	
St. John's	10 00	Cinq Cerf Brook, District of Burgeo and LaPoile.....	
St. John's	10 00	Cinq Cerf Brook, District of Burgeo and LaPoile.....	
Placentia Bay and St. John's	10 00	Hen Cove, Placentia Bay.....	
St. John's	30 00	St. Julien's, District of St. Barbe	
St. John's	30 00	Big Goose Harbor, District of St. Barbe	
St. John's	60 00	Orange Bay, District of St. Barbe.....	
Twillingate	10 00	Twillingate, Notre Dame Bay	
St. John's & Conception Har	20 00	Holyrood, Conception Bay	
Harbor Grace	10 00	Chapel Cove Head, Conception Bay.....	
Harbor Grace	20 00	Collier's, Conception Bay	
New York	180 00	Great Triton Island, Notre Dame Bay	
New York	100 00	Flap Rock Tickle, Notre Dame Bay	
New Ycrk	110 00	Baie Verte, District of St. Barbe.....	
New York	10 00	Baie Verte, District of St. Barbe.....	
St. John's	10 00	Kelligrews, Conception Bay	
St. John's	10 00	Western Bay, Bay-de-Verde.....	
St. John's	180 00	Clay Cove, Bonavista Bay.....	
Notre Dame Bay.....	20 00	Little Bay, Notre Dame Bay	
St. John's	10 00	Holyrood, Conception Bay.....	
Pilley's Island	10 00	Hall's Bay, Notre Dame Bay.....	
St. John's	20 00	Ming's Bight, District of St. Barbe.....	
St. John's	20 00	Ochre Pit Cove, District of Bay-de-Verde	
St. John's & N. D. Bay.....	20 00	Chapel Island, Notre Dame Bay.....	
St. John's	10 00	Ming's Bight, District of St. Barbe.....	
St. John's	20 00	Ming's Bight, District of St. Barbe.....	
St. John's	10 00	Baie Verte, District of St. Barbe.....	
St. John's	30 00	Ming's Bight, District of St. Barbe.....	
St. John's	20 00	Ming's Bight, District of St. Barbe.....	
St. John's	10 00	Ming's Bight, District of St. Barbe.....	
Norris' Arm.....	10 00	Seldom-Come-Bye, Fogo Island	
Hickman's Harbor.....	10 00	Random Island, Trinity Bay.....	
Twillingate and St. John's	40 00	Hall's Bay, Notre Dame Bay.....	
St. John's	20 00	Hall's Bay, Notre Dame Bay.....	
St. John's	20 00	Hall's Bay, Notre Dame Bay.....	
St. John's	10 00	Foxtrap, District of Harbour Main.....	
St. John's	20 00	Seal Bay, Notre Dame Bay.....	
St. John's	10 00	Hall's Bay Head, Notre Dame Bay ..	
London, England.....	10 00	Job's Cove, District of Bay-de-Verde.....	
London, England.....	10 00	Job's Cove, District of Bay-de-Verde.....	
St. John's	30 00	Black Island, Labrador.....	
St. John's	10 00	Clarke's Beach, District of Port-de-Grave	
St. John's	10 00	Clarke's Beach, District of Port-de-Grave	
Botwoodville	10 00	Seldom-Come-Bye, Fogo Island	
St. John's	10 00	Lobster Harbour, White Bay.....	
St. John's	10 00	Chapel Island, Notre Dame Bay.....	
St. John's	10 00	Lobster Island, White Bay.. ..	
St. John's	20 00	Coachman's Cove, District of St. Barbe.....	
Twillingate	10 00	North Island, Notre Dame Bay	
Twillingate	10 00	North Island, Notre Dame Bay.....	
St. John's	30 00	Topsail, Conception Bay.....	
St. John's	10 00	Clarke's Beach, Conception Bay.....	
St. John's	10 00	Clarke's Beach, Conception Bay.....	
St. John's	10 00	Gander Bay, Notre Dame Bay.....	
St. John's	20 00	Upper Gullies, District of Harbor Main.....	
St. John's	30 00	Western Arm, Notre Dame Bay	

Return of Mining Licenses issued

Date.	Registry.		Name.
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1906			
June 23	16	180	Thomas J. Freeman and John Winsor
27	16	181	William Cook and Charles R. Thomson.....
30	16	184	Charles F. Taylor.....
29	16	185	William Cook and Charles R. Thomson.....
29	16	186	Charles R. Thomson and William Cook.....
29	16	187	Kalleem Noah.....

Department of Agriculture and Mines,
 St. John's, Newfoundland, June 30th, 1906.

during the year 1905—1906.

Residence.	Fee.	Locality.	Remarks.
St. John's	\$10 00	Northern Bay, District of Bay-de-Verde.....	
St. John's	10 00	Pilier Bay, District of St. Barbe	
St. John's	10 00	St. Michael's Bay, Labrador	
St. John's	20 00	Pilier Bay, District of St. Barbe	
St. John's	20 00	Green Bay, Notre Dame Bay.....	
St. John's	10 00	Duck Island, Baie Verte.....	
	\$6.090		

J. A. CLIFT,
Minister of Agriculture and Mines.

Return of Ninety-nine years Mining Leases

Date.	Registry.		Name.
	Vol.	Folio.	
1905			
July 21	5	127	Robert McIntyre, Alexander McLachlan, Henry Locke, Wm. H. Reid, Marshall B. Vail and Daniel M. Baird..... and Matthew Sillars.....
21	5	128	Robert McIntyre, Alexander McLachlan, Henry Locke, Wm. H. Reid, Marshall B. Vail and Daniel M. Baird..... and Matthew Sillars.....
21	5	129	John J. Oxley
Aug. 19	5	130	John R. Stewart and Patrick Burke
Sept. 26	5	131	John P. Chetwynd.....
26	5	132	John J. Oxley
26	5	133	James P. Crotty, James Coughlan and Alexander H. Wagner ..
Nov. 6	5	134	Edward F. Harvey.. ..
6	5	135	Edward F. Harvey.....
6	5	136	Edward F. Harvey.....
Dec. 30	5	137	Robert G. Rendell.....
1906			
Jan. 30	5	138	Robert B. Job
30	6	139	Paul Aucoin and John A. Jossos
Mar. 28	5	140	Richard White.....
28	5	141	Charles R. Thompson, William Cook and Charles J. Barnes
June 20	5	142	Samuel Fogwill, James A. Branscombe and Henry Bartlett
19	5	143	Nova Scotia Steel and Coal Company, Ltd.....
19	5	144	Nova Scotia Steel and Coal Company, Ltd.....
19	5	145	Wm. Bruce and Nathaniel Butt.....
19	5	146	Edward F. Harvey.....
19	5	147	Charles R. Thompson and William Cook
19	5	148	Hon. John Harvey.....
19	5	149	Hon. John Harvey.....
19	5	150	Hon. John Harvey.....
19	5	151	Alexander H. Wagner.....

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1906.

issued during the year 1905—1906.

Residence.	Fee.	Locality.	Remarks
St. John's, Glasgow, Scotland.....	\$100 00	Baie Verte, District of St. Barbe	5 Locations
St. John's, Glasgow, Scotland.....	40 00	Ming's Bight, District of St. Barbe	2 "
Topsail	20 00	Long Pond, C.B.....	1 "
Little Bay, N. D. B.....	20 00	Ming's Bight, District of St. Barbe	1 "
G. Bruit, Burgeo & LaPoile	100 00	Cinq Cerf Brook, District of St. Barbe	5 "
Topsail	20 00	Topsail Head, C.B	1 "
St. John's	20 00	Long Pond, C.B	1 "
St. John's	60 00	Cinq Cerf Brook, District of Burgeo and LaPoile	3 "
St. John's	40 00	Cinq Cerf Brook, District of Burgeo and LaPoile	2 "
St. John's	20 00	Cinq Cerf Brook, District of Burgeo and LaPoile	1 "
St. John's	80 00	Ming's Bight, District of St. Barbe	4 "
St. John's	180 00	Ming's Bight, District of St. Barbe	9 "
Gravels.....	40 00	Broad Cove, Port-au-Port Bay	2 "
St. John's	20 00	Bell Island, Conception Bay	1 "
St. John's	20 00	Cinq Cerf Brook, District of Burgeo and LaPoile	1 "
St. John's	40 00	Clarke's Beach, C.B.....	2 "
New Glasgow	20 00	Bell Island, C.B.....	1 "
New Glasgow	140 00	Bell Island, C.B	7 "
St. George's.....	120 00	Little Codroy River, District of St. George.....	6 "
St. John's	40 00	Wild Bight, Long Island, N.D.B.....	2 "
St. John's	20 00	Cinq Cerf Brook, District of Burgeo and LaPoile	1 "
St. John's	20 00	Ming's Bight, District of St. Barbe	1 "
St. John's	20 00	Baie Verte, District of St. Barbe	1 "
St. John's	20 00	Baie Verte, District of St. Barbe	1 "
St. John's	20 00	Ship Cove, District of St. George.....	1 "
	\$1240 00		

J. A. CLIFT,
Minister of Agriculture and Mines.

Return of Fee-Simple Mining Grants

Date.	Registry.		Name.
	Vol.	Folio.	
1905			
July 14	1	85	John Wilson.....
Dec 13	1	86	Robert G. Rendell.....
11	1	87	The Newfoundland Oil Co., Ltd.....
11	1	88	The Newfoundland Oil Co., Ltd.....
11	1	89	The Newfoundland Oil Co., Ltd.....
11	1	90	The Newfoundland Oil Co., Ltd.....
1906			
Mar. 8	1	91	Selina L. Sullivan.....
June 19	1	92	Joseph Pippy, Alexander F. Shirran and George Nicholl..... Weston Spracklin, Alexander Spracklin and Weston H. Spracklin

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1906.

issued during the year 1905—1906.

Residence.	Fee.	Locality.	Remarks.
New Glasgow	\$25 00	Lady Pond, Notre Dame Bay.....	
St. John's	1 00	Colliers' Bay, Trinity Bay.....	
St. John's	1 00	Parsons' Pond, District of St. Barbe.....	
St. John's	1 00	Parsons' Pond, District of St. Barbe.....	
St. John's	1 00	Parsons' Pond, District of St. Barbe.....	
St. John's	1 00	Parsons' Pond, District of St. Barbe.....	
Presque.....	1 00	West Side, Placentia Bay.....	
St. John's, Charlottetown	1 00	Rowsell's Harbor, Labrador	
	\$32 00		

J. A. CLIFT,
Minister of Agriculture and Mines.

STATEMENT OF EXPENDITURE OF THE COLONY OF NEWFOUUDLAND, FOR THE FINANCIAL YEAR ENDED 30th JUNE, 1906, AS PER SUMMARY HEADS.

No.	Summary Head.	Grants under Acts including Supplement'ry Act and Loan Amounts.	Expenditure.	Grants Exceeded.	Grants Unexpended.
I	Interest on Public Debt, Sinking Fund, etc.....	\$862,254 00	\$873,148 54	\$10,894 14	.....
II	Civil Government.....	151,947 00	146,105 46	.....	\$5,841 54
III	Pensions	11,586 00	10,462 61	.....	1,123 39
IV	Administration of Justice.....	167,695 99	165,333 67	.....	2,362 32
V	Legislation	38,594 91	38,100 84	.....	494 07
VI	Education	251,134 71	251,049 67	.....	85 04
VII	Public Charities.....	235,141 00	223,824 24	.....	11,316 76
VIII	Lighthouses, Signal Stations, etc.....	83,413 00	81,382 90	.....	2,030 10
IX	Agriculture and Mines, including Land Surveys.....	25,120 00	22,701 71	.....	2,418 29
X	Marine and Fisheries.....	75,676 00	72,582 07	.....	3,093 93
XI	Roads, Bridges, Ferries, Railways, etc.....	178,618 00	176,164 38	.....	2,453 62
XII	Post Office.....	389,866 68	386,250 56	.....	3,616 12
XIII	Customs	112,343 12	112,843 12	.....	.....
XIV	Contingencies.....	30,000 00	29,849 31	.....	150 69
XV	Elections	386 37	386 37	.....	.....
	Audit Act	1,550 05	1,550 05	.....	.....
	Total Current Expenditure	<u>\$2,651,327 23</u>	<u>\$2,591,235 50</u>	<u>\$10,894 14</u>	<u>\$34,985 87</u>
	* STATEMENT OF EXPENDITURES UNDER ACTS, etc.	1st July, 1905-6 Balances	Expenditure to 30th June, 1906	Bal. carried to 1st July, 1906-7	
	Surplus Trust.....	\$197,402 87	\$5,065 99	\$192,336 88	
	Agricultural Bonuses.....	26,707 78	5,918 41	20,789 37	
	Loan 62, 3 Vic.....	2,391 68	2,391 68	.....
	Loan 5th, Edward VII., Cap 1.....	8,576 83	7,178 52	1,398 31	
	Loan 5th, Edward VII., Cap 2.....	177,429 51	177,429 51	.....
	Loan Act, 1898.....	10,000 00	.....	10,000 00	
		<u>\$422,508 67</u>	<u>\$197,984 11</u>	<u>\$224,524 56</u>	
	Temporary Loan from Bank of Montreal	79,700 00	79,700 00	.....

Amount of Grants Unexpended	\$34,985 87
Amount of Grants Exceeded.....	10,894 14

Amount surrendered.....	\$24,091 73

Examined by me 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, 1906, by Sub-Heads of Service.

Head and Sub-Head of Service.	*Grant inc'ud- ing Supple- mentary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
<i>I.—Interest, etc., on Public Debt.</i>				
Interest	\$862,254 40	\$873,148 51	\$10,894 14	
Management				
Sinking Fund				
<i>II.—Civil Government.</i>				
Salaries :—				
Government House.....	2,520 00	2,520 00		
Colonial Secretary's Office.....	5,924 00	5,923 28		72
Registration Vital Statistics.....	1,500 00	1,499 88		12
Department of Justice.....	2,556 00	2,545 32		\$10 68
Department of Finance.....	2,550 00	2,550 00		
Dept. of Agriculture and Mines.....	11,350 00	10,409 25		940 75
Department of Marine and Fisheries	11,082 00	11,034 72		47 28
Department of Public Works.....	10,350 00	8,771 97		1,578 03
Department of Auditor General.....	1,450 00	1,450 00		
Contingencies, viz :—				
Government House.....	2,400 00	2,392 28		7 72
Department of Colonial Secretary...	22,066 00	21,958 65		107 35
Department of Justice	850 00	846 93		3 07
Department of Finance.....	1,690 00	1,685 59		4 41
Dept. of Agriculture and Mines...	2,035 00	1,935 11		99 89
Department of Marine & Fisheries..	3,000 00	2,994 90		5 10
Department of Public Works.....	4,350 00	4,091 03		255 97
Department of Auditor General.....	500 00	486 53		13 47
Fuel and Light, Public Buildings.....	8,950 00	7,916 00		1,034 00
Insurance and Keepers P. Buildings..	6,124 00	6,057 52		66 48
Repairs Public Buildings.....	24,100 00	22,433 50		1,666 50
Salaries under Statutes, viz :—				
Departmental Officers and } Members Board of Works }	26,600 00	26,600 00		
<i>III.—Pensions.</i>				
As per Act	11,586 00	10,462 61		1,123 39
<i>IV.—Administration of Justice.</i>				
Supreme Court, viz :—				
Salaries	7,766 00	7,551 34		214 66
Contingencies	4,625 00	4,534 08		90 92
Registration.....				
Fuel, Light and Supplies.....	5,000 00	4,704 31		295 69
District Courts, viz :—				
Salaries	1,635 00	1,635 00		
Contingencies	1,450 00	1,448 93		1 07

*In cases where grants for Sub-Heads have proved to be under-estimated, transfers have been made from some Sub Head, under the same Summary Head, the grant for which has been over-estimated. These transfers are ordered by the Treasury Board with the approval of the Comptroller and Auditor General. In no case, however, are such transfers permitted from one Summary Head to another except from the grant for General Contingencies, and then only by Order-in-Council. (See paragraph 3 of Auditor General's Report, 1899, page 2.)

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1903, by Sub-Heads of Service.

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	\$16,691 66	\$16,582 85	.....	\$108 81
Contingencies	2,900 00	2,895 13	.....	4 87
Constabulary, viz :—				
Salaries, Central Office }	33,685 33	33,677 18	.....	8 15
General }				
Supplies	8,025 74	8,025 74	.....
Repairs	1,670 00	1,565 28	.....	104 72
Rent Outport Barracks	765 00	761 00	.....	4 00
Conveyance	547 91	547 91	.....
Contingencies	1,280 00	1,264 31	.....	15 69
Fuel and Light	1,700 00	1,655 24	.....	44 76
Annuities	2,706 33	2,706 33	.....
Fire Department, viz :—				
Salaries	10,985 00	10,985 00	.....
Supplies	4,898 14	4,898 14	.....
Repairs	894 65	834 65	.....
Additional Aid	955 90	955 90	.....
Fuel and Light	1,930 00	1,928 17	.....	1 83
Contingencies	406 00	388 36	.....	11 64
Insurance of Men	100 00	100 00	.....
Machinery	1,781 33	1,748 01	.....	33 32
Medical Attendance	500 00	500 00	.....
St. John's Penitentiary, viz :—				
Salaries	4,576 00	4,572 35	.....	3 65
Industries	4,800 00	4,665 11	.....	134 89
Contingencies	100 00	90 62	.....	9 38
Supplies	3,500 00	3,545 85	\$45 85	
Fuel and Light	1,000 00	871 17	.....	128 83
Repairs	1,200 00	1,175 06	.....	24 94
Court Houses and Gaols, viz :—				
Salaries	1,533 00	1,533 00	.....
Fuel and Light	2,100 00	1,987 15	.....	112 85
Repairs	3,300 00	3,327 05	27 05	
Supplies	3,750 00	2,739 86	.....	1,010 14
Local Constables Salaries	1,142 00	1,075 36	.....	66 64
Miscellaneous, viz :—				
Prosecutions	6,480 13	6,480 13	.....
Enquiries and Inquests	1,769 87	1,766 45	.....	3 42
Registration of Jurors	1,015 00	1,014 96	.....	04
Inquests	437 00	436 69	.....	31
Salaries under Statute, viz :				
Supreme Court Act .....	.....	.....	.....
Special Salaries Act	18,100 00	18,100 00	.....
District Court Act .....	.....	.....	.....

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1906, by Sub-Head of Service.

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	\$4,735 00	\$4,560 00	.....	\$175 00
Printing	2,299 00	2,241 00	.....	58 00
Contingencies	1,479 28	1,419 00	.....	59 59
House of Assembly, viz :—				
Salaries	13,550 00	13,550 00		
Printing	4,956 00	4,956 00		
Contingencies	4,350 63	4,350 63		
General, viz :—				
Salaries	2,275 00	2,275 00		
Printing	2,900 00	2,738 75	.....	161 25
Library				
Fuel and Light.....	1,050 00	1,126 77	\$76 77	
Attendance	200 00	166 00	.....	34 00
Repairs	800 00	717 00	.....	83 00
<i>VI.—Education.</i>				
Sundry Services, viz :—				
Extra Grant	1,060 44	1,060 41	.....	03
Teachers Pension Fund	1,011 05	1,011 05		
Contingencies	1,523 04	1,460 57	.....	62 47
C. of H. Education & Supt. Schools	2,300 00	2,300 00		
Education under Statute, viz :—				
Augmentation	52,401 41	52,400 38	.....	1 03
Scholarships	600 00	600 00		
Pensions	300 00	300 00		
Grants to Boards	133,542 32	133,542 32		
Destitute Places	9,261 64	9,261 55	.....	09
Higher Education	9,206 11	9,206 08	.....	03
Pupil Teachers	7,942 41	7,921 41	.....	21 00
Encouragement Teachers.....				
Industrial.....	3,767 61	3,767 59	.....	02
Colleges.....	13,451 93	13,451 91	.....	02
Inspectors.....	7,880 00	7,880 00		
Additional Inspection.....	1,386 75	1,386 40	.....	35
Council Higher Education	5,500 00	5,500 00		
<i>VII.—Public Charities.</i>				
Relief of Poor, proper, viz :—				
Salaries, St. John's	3,375 00	3,375 00		
Salaries, Outports.....	3,542 00	3,401 98	.....	140 02
Medical Attendance	7,549 00	7,470 31	.....	78 69
Permanent and Casual Poor.....	11,500 00	105,536 10	.....	5,963 90
Orphanages	6,550 00	6,171 63	.....	378 37
Pauper Lunatics.....	1,500 00	1,487 46	.....	12 54
Conveyance	1,000 00	655 52	.....	344 48
Labrador Sick Fishermen.. ..	800 00	634 97	.....	165 03
Extraordinary.....	2,800 00	2,710 81	.....	89 19
Contingencies	705 00	666 16	.....	38 84

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1906, by Sub-Heads of Service.

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
<i>VII.—Public Charities.</i>				
Relief of Poor, proper, viz :—				
Rent.....	\$471 00	\$455 00		\$16 00
Shipwrecked Crews.....	3,000 00	2,079 66		920 34
E. R. Circulars, No. 2.....				
Charitable Societies.....	8,422 00	7,945 98		476 02
Lunatic Asylum, viz :—				
Salaries.....	8,744 00	8,665 67		78 33
Contingencies.....	200 00	168 67		31 33
Supplies.....	17,060 00	16,198 34		861 66
Fuel and Light.....	4,500 00	4,112 94		387 06
Repairs.....	700 00	878 93	\$178 93	
General Hospital, viz :—				
Salaries.....	5,310 00	5,310 00		
Contingencies.....	75 00	105 54	30 54	
Maintenance.....	16,600 00	15,748 69		851 31
Repairs.....	2,500 00	2,688 32	188 32	
Fuel and Light.....	3,800 00	3,682 68		117 32
Poor Asylum, viz :—				
Salaries.....	2,276 00	2,276 00		
Contingencies.....	110 00	54 38		55 62
Maintenance.....	9,350 00	9,666 20	316 20	
Repairs.....	1,300 00	620 48		679 52
Fuel and Light.....	1,350 00	1,457 89	107 89	
Public Health, viz :—				
Salaries, St. John's.....	1,754 00	1,457 16		296 84
Contingencies.....	318 00	303 69		14 31
Twillingate Hospital.....	80 00	79 27		73
Conveyance, St. John's.....	200 00	138 45		61 55
General (Outports).....	2,850 00	2,806 27		43 73
Labrador.....	2,250 00	2,224 56		25 44
Repairs Lazaretto.....	700 00	862 51	162 51	
Maintenance.....	1,400 00	1,253 45		146 55
Fuel and Light.....	500 00	473 57		26 43
<i>VIII.—Light Houses, etc.</i>				
Salaries.....	29,055 00	28,375 34		679 66
Maintenance and Repairs.....	50,915 00	50,229 83		685 17
Contingencies.....	305 00	303 57		1 43
Block Houses, viz :—				
Salaries.....	600 00	600 00		
Ammunition.....	470 00	464 72		5 28
Fog Gun, viz :—				
Salaries.....	100 00	100 00		
Ammunition.....	920 00	446 18		473 82

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1906, by Sub-Heads of Service.

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded	Grant Unexpended
<i>VIII.—Light Houses, etc.—(concluded).</i>				
Noon Gun, viz :—				
Salaries	\$48 00	\$48 00		
Ammunition	350 00	340 86		\$9 14
Chronometer Time	100 00	100 00		
Telephone Services	500 00	324 40		175 60
Gas Light, Queen's Wharf	50 00	50 00		
<i>IX.—Agriculture and Mines.</i>				
Petty Surveys	1,500 00	2,049 56	549 56	
Supplies for Surveyors	8,000 00	5,062 29		2,937 71
Sheep Perservation	120 00	89 86		30 14
Coal Exploration	10,000 00	10,000 00		
Agricultural Societies	4,500 00	4,500 00		
Surveys Public Lands.....	1,000 00	1,000 00		
<i>X.—Marine and Fisheries.</i>				
Protection Fisheries, viz :—				
Salaries	5,700 00	5,667 45		32 55
Dildo Hatchery.....	150 00	110 00		40 00
Herring Fishing Protection.....	800 00	329 40		470 60
Expenses S.S. "Fiona".....	21,900 00	21,876 58		23 42
Contingencies	1,450 00	1,396 01		53 99
Fisheries Exhibition.....				
Public Wharves	860 00	851 30		8 70
Harbor Master and Boatman	500 00	491 11		8 89
Examiners Masters and Mates.....	540 00	517 00		23 00
Marine Works.....	21,036 00	21,036 00		
Cold Storage for Bait.....	3,340 00	1,031 36		2,308 64
Bounty on Ships Built	4,000 00	3,898 00		102 00
Enforcement of Bait Laws and Distribution of Bait.....	15,400 00	15,377 86		22 14
Inspector Pickled Fish.....				
<i>X.—Roads, Bridges, Ferries, Railway and Telegraphs.</i>				
Local and Main Roads	155,734 00	155,479 40		254 60
Salaries, Inspectors and Halfway Housekeepers	702 00	702 00		
Ferries	9,682 00	9,512 74		169 26
Lighting and Cleaning St. John's Streets	8,250 00	8,250 00		
Railways, viz:—				
Salaries, Inspector, etc.....	3,000 00	1,242 47		1,757 53
Contingencies	1,250 00	977 77		272 23
<i>XII.—Postal Department.</i>				
Salaries :—				
G. P. Office	18,810 00	18,797 82		12 18
Travelling Post Office.....	6,860 00	6,859 84		16
Outport Post Masters	15,037 00	14,948 24		88 76
Labrador.....	746 00	706 00		40 00
Couriers	34,323 68	33,699 71		623 97

Statement shewing the Expenditure of the Colony of Newfoundland for the Financial Year ending 30th June, 1906, by Sub-Head of Service.

Head and Sub-Head of Service.	*Grant including Supplementary Act and Transfers.	Expenditure.	Grant Exceeded.	Grant Unexpended
<i>XII.—Postal Department—(concluded)</i>				
Subsidies, viz:—				
Ocean Mail Steamers.....	\$31,164 00	\$31,158 62	.....	\$5 38
Coastal Mail Steamers.....	154,215 00	153,445 00	.....	770 00
Railway	42,000 00	42,000 00	.....
Telegraphs, including Marconi.....	70,064 00	68,037 40	.....	2 026 60
Contingencies	16,647 00	16,597 93	.....	49 07
<i>XIII.—Customs.</i>				
Salaries, St. John's:—				
Tidewaiters and Boatmen.....	41,767 12	41,529 68	.....	237 44
Contingencies, St. John's.....	8,585 00	10,745 91	\$2,160 91	
Salaries, Sub-Collectors O.P. } Salaries, Preventive Officers O.P. } Salaries, Tidewaiters & Boatmen }	38,956 00	38,350 58	.....	605 42
Boats and Boat Hire O. P.....	490 00	289 68	.....	200 32
Office and Office Rents O. P.....	1,155 00	1,881 06	726 06	
Percentage on Duties O. P.....	11,000 00	8,450 87	.....	2,549 13
Contingencies O. P.....	3,100 00	3,905 28	805 28	
Revenue Protection, Southwest Coast	6,590 00	5,922 42	.....	667 58
Labrador Service	700 00	1,267 64	567 64	
<i>XIV.—General Contingencies.</i>				
General Contingencies	30,000 00	29,849 31	.....	150 69
<i>XV.—Elections.</i>				
Sundry Payments	386 37	386 37		
Total Expenditure on C. A.....	\$2,613,777 18	\$2,589,685 45	\$16,837 65	\$40,929 38
Audit Act.....	1,550 05	1,550 05	24,091 73 Unexp'd Bl.	
Surplus Trust.....	197,402 87	5,065 99	.....	192,336 88
Agricultural Bonus	26,707 78	5,918 41	.....	20,789 37
Loan Act 62, 3 Vic.....	2,391 68	2,391 68	.....
Loan 5th, Edward VII., Cap. 1.....	8,576 83	7,178 52	.....	1,398 31
Loan 5th, Edward VII., Cap. 2.....	177,429 51	177,429 51	.....
Loan Account 1898 Balance	10,000 00		.....	10,000 00
<i>Loan 5th, Edward VII., Cap. 1.</i>	\$3,037,835 90	\$2,789,219 61	\$16,837 65	\$265,453 94
Received, Expended under this Act on Account of Temporary Loan from Bank of Montreal	79,700 00	79,700 00		
Total.....	\$3,117,535 90	\$2,868,919 61	\$16,837 65	\$265,453 94

Examined by me and found correct,
F. C. BERTEAU,
Comptroller and Auditor General.

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

REPORT OF THE DEPARTMENT OF AGRICULTURE AND MINES, 1906.

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

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit, for Your Excellency's information, the detailed returns of the Grants, Licenses and Leases issued by the Department of Agriculture and Mines within the fiscal year ending 30th June, 1906, and a report of the surveys made for the calendar year ending 31st December, 1906.

During the fiscal year there has been issued :—

(1). Three hundred and eighty Grants of Agricultural land, covering an area of four thousand eight hundred and thirty-three acres, two roods and thirty-two perches. The amount received for which was one thousand seven hundred and eighty-five dollars and forty cents, an increase of one hundred and fifty-five grants over the issue of last year, as shewn in return marked No. 1.

(2). Seven licenses to cut timber over an area of seven hundred and thirty-five square miles of land, on which there was paid one thousand four hundred and seventy dollars as bonus, and the annual rental amounting to one thousand four hundred and seventy dollars, as shewn in return marked No. 2.

(3). Three leases of mill-sites and water-powers at an annual rental of fifteen dollars, as shewn in return marked No. 3.

(4). Three leases of quarry rights, covering an area of six hundred and sixty-three acres, the annual rental of which is one hundred and sixty-five dollars and seventy-five cents, as shewn in return marked No. 4.

(5). Two hundred and thirty-three licenses of mining locations, covering an area of three hundred and four and a half square miles, being an increase of one hundred and twenty-eight licenses (covering an area of one hundred and forty-four and a half square miles over the issue of the last year) on which the amount of six thousand and ninety dollars was paid, as shewn in return marked No. 5.

(6). Twenty-five ninety-nine year leases of mining locations, covering an area of sixty-two square miles, on which the sum of one thousand two hundred and forty dollars was paid for first year's rental, as shewn in return marked No. 6.

(7). Eight Fee-Simple Mining Grants, covering an area of nine and a half square miles, as shewn in return marked No. 7.

Two survey parties were engaged in surveying settlements and adjoining lands

in order to show what unoccupied land there was in the vicinity of these settlements. The one under the first surveyor of the Department was employed at Lewisporte and thence to Burnt Arm in Exploits Bay. The other party under the second surveyor, was employed at Wesleyville on the Northside of Bonavista Bay, and adjoining settlements. The reports of the said surveyors are attached hereto.

I have the honour to also forward the following reports, viz :—

The Report of James P. Howley, Esq., Director of Geological Surveys and Curator of Museum, of his proceedings in the work of Coal Exploration near Goose Brook for the past year. In view of Mr. Howley's sanguine expectations of a successful result in the near future and recommendation for a continuation of the work, I hope that the Government will extend operations over another season.

The report of Mr. Thomas Howe, Chief Ranger, under the Act for the Protection of Woods against fire.

And the Report of the Board of Agriculture with statement of the distribution of breeding animals to the various Districts of the Colony, and of the stock on hand in the stables.

I have the honour to be,
Your Excellency's most obedient servant,

J. A. CLIFT,
Minister of Agriculture and Mines.

SURVEYOR'S OFFICE,
DECEMBER 31st, 1906.

HON. J. A. CLIFT, K.C.,
Minister of Agriculture and Mines.

SIR,—I beg leave to report as follows on my work for the past year. During the winter months I was engaged at office work, making plans of my previous seasons work, etc. On the 21st of April I left by train for Manuels. Whilst there and at Kelligrews I surveyed 21 lots of land, traversed Kelligrews River and Pond, $2\frac{3}{4}$ miles; a road inland from Kelligrews, $1\frac{1}{4}$ miles; Lower Gulley River, $1\frac{1}{4}$ miles, and Seal Cove River, 2 miles. I then continued my work to Austin's Road on the main road to Holyrood, and the railway and sea-shore to the water shute, $3\frac{1}{4}$ miles. Making a total of 21 lots of land and $10\frac{1}{2}$ miles of traverse. I returned to town on the 9th May.

On the 22nd of May I left by train for Lewisporte. Whilst there I traversed 30 miles of sea-shore, roads and railway. I cut $9\frac{3}{4}$ miles of the boundaries of the Reid Newfoundland Company's lot 70, also $22\frac{1}{4}$ miles of boundary lines of settlers

lots. The number of lots surveyed here was 78. I then proceeded to Scissors Cove when I traversed 11 miles of sea-shore and roads, and cut 5 miles of boundary lines of settlers lots. The number of lots surveyed here was 29. I then received orders to locate a line of road from Lewisporte to Burnt Arm, Exploits. As there was already a road to Scissors Cove, I started there and located a road to Burnt Arm, $10\frac{3}{8}$ miles long. I returned to St. John's on the 13th of October.

Total milage of traverse	41 miles
Total milage of lines cut	$47\frac{3}{8}$ miles
Total numbers of lots surveyed	107

Plans of these surveys are now being prepared.

In connection with the settlers lots I may say that although the majority of them had been granted, their boundary lines had not been cut out by the Deputy Surveyors. In some cases three pickets had been placed to show the direction the lines ran, but in other cases there had been no pickets put up and not even a stake to mark the corners of the frontage. All the boundaries I cut were through timbered land, and entailed a lot of labour on my party, which should not have been. At Lewisporte I found several grants over-lapping each other, and even surveys made over land already granted. I adjusted these matters whilst there.

The following is a copy of my report on the survey of the road from Lewisporte to Burnt Arm, Exploits, furnished to the Deputy Minister of this Department at the time the survey was finished.

“ According to instructions received I have surveyed a line of road between Lewisporte and Burnt Arm. As there was already a partly made road from Lewisporte to Scissors Cove, I started from that at the bottom of Scissors Cove. The reason I took the shore route is because it would benefit the greatest number of settlers. The inland route would run through a rugged country and would be of no benefit to the people in Scissors Cove, Brown's Arm and Sparrible Cove. The line passes through a heavily wooded country all the way. This is the only stretch of country around here that has escaped the ravages of forest fires. I found a very level way through the hills right through to Burnt Arm, so there are no heavy grades and only a small quantity of marsh. The line after leaving Scissors Cove touches the bottom of Milord's Arm, thence across to the bottom of Brown's Arm, thence to Burnt Arm, passing about one mile back of Sparrible Cove and half a mile from Kite Cove. The line comes out to the road around Burnt Arm, in the North East corner of the bottom of the Arm. The total distance from Lewisporte to Burnt Arm is twelve miles and three-eighths. Two miles of this, from Lewisporte to Scissors Cove, is already cut, and on the Burnt Arm end it follows a winter road for one and a half miles. I should think that it could be cut out to make a winter traffic road for \$600.00. To make a carriage road it would cost \$500.00 a mile. There are two large rivers requiring bridges, one at the bottom of Milord's Arm (which is 45 feet wide) and one over Brown's Arm River (which is 60 feet wide). These bridges should not cost much as there is plenty of timber in the vicinity of them.

I would recommend these repairs be made to the Scissors Cove Road. A ditch each side of the road would put it in very good condition for travelling. At present when it rains it is covered with water in several places and it is almost impossible for people to travel over it.

I forgot to say that the line crosses a winter road running to Sparrible Cove, and a winter road runs from the path on the Burnt Arm end to Kite Cove. The distance from the line to Sparrible Cove is about one mile, and to Kite Cove half a mile."

From my experience in settlement surveying during the past several years, I would respectfully draw your attention to the fact that the surveyors in the Districts visited by me are, in many cases, absolutely incompetent for the work or utterly careless in making surveys. Hardly any of the plans prepared by them being a correct representation of the land supposed to have been surveyed.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.)

WILLIAM NOEL.

SURVEYOR'S OFFICE,

JAN. 11th, 1907.

HON. J. AUGUSTUS CLIFT, K.C.,
Minister of Agriculture and Mines.

SIR,—I beg leave to report on my work for the past year. I was engaged in making plans of Random Island, and on the North Side of Smith's Sound from Snooks' Brook to Slate Quarry.

On the 3rd of May I went to Port Blandford to survey some settlers lots, arriving back in St. John's on the 10th May.

In conformity with instructions received I left St. John's on the 24th May for Gambo, with the object of locating Lake St. John and Deer Pond, and making survey of Settlers lots, road and sea-coast, from Shambler's Cove to Newtown.

Arriving at Gambo on the 25th May, the season's work commenced. I started at the South boundary of Reid's Lot 245, and cut a line from thence South to the head of Gambo Pond, $5\frac{1}{2}$ miles; thence from Gambo Pond to Deer Pond, 15 miles; and thence from Deer Pond to Lake St. John, 4 miles; connecting with starting point of Reid's lot 246, arriving back to Gambo on the 24th June. I then left for Shambler's Cove and commenced work on the 5th July; from then until the 25th October the following surveys were made:—

Shambler's Cove, Loo Cove, Safe Harbour, South East Arm, North West Arm,

Valleyfield, Badger's Quay, Pool's Island, Brookfield, Wesleyville, Broad Cove, Seal Cove, Fox Cove and Newtown.

No. of Settlers lots 447
No. of miles traversed 89

Plans of the surveys of the before mentioned settlements are in the course of preparation: These will shortly be completed and ready for inspection.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) H. J. DUDER,

Second Surveyor, Department Agriculture and Mines.

**REPORT OF THE POSTMASTER GENERAL FOR THE YEAR ENDING
JUNE 30th, 1906.**

*To His Excellency Sir WILLIAM MACGREGOR, M.D.,
K. C. M. G., Governor, Commander-in-Chief and
Vice Admiral over the Island and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit for the information of Your Excellency and the Legislature, the Annual Report of the Postal and Telegraph Departments for the year ended June 30th, 1906.

The financial operations of the Department for the year ended June 30th, 1906, compared with the previous year are as set forth in the following statement :—

REVENUE :	1904-1905.	1905-1906.
Ordinary Postal Revenue.....	\$71,296.98	\$78,291.86
Postal Telegraph Revenue.....	24,296.67	36,791.06
Total.....	<u>\$95,593.65</u>	<u>\$115,082.92</u>
EXPENDITURE :		
Ordinary Postal Expenditure	72,868.32	75,011.61
Steam Subsidies	225,037.02	226,603.62
Total Postal Expenditure.....	<u>\$297,905.34</u>	<u>\$301,615.23</u>
Postal Telegraphs including Surplus Trust, 1904-1905.....	44,297.31	52,451.02
Marconi System	1,458.26	3,586.38
Construction voted from Surplus, 1905 .....	.....	12,000.00
Total Expenditure	<u>\$343,660.91</u>	<u>\$369,652.63</u>
Excess of Postal Expenditure over Revenue.....		\$223,323.37
Excess of Telegraph Expenditure over Revenue.....		15,659.96

It will be observed from the foregoing statement that the ordinary Postal Revenue is \$6,994.44 in excess of the previous year, and exhibits a surplus of \$3,280.25 of Revenue over the ordinary Postal Expenditure, which is the first time in the history of the Newfoundland Postal Department that the Revenue has exceeded the Expenditure.

LETTERS.—The estimated number of letters handled during the year is 2,100,000, being an increase of 50,000 over the previous year.

REGISTRATION BRANCH.—This branch of the service is more generally availed of than ever, the number of letters alone registered last year being 109,492, or 9,855 in excess of the previous year.

This large amount of business was conducted without any serious loss, notwithstanding that the clerks in charge are handicapped by having to work in an

office altogether too small for their requirements, and without that privacy that the nature of their business demands.

MONEY ORDER BRANCH.—The total number of orders issued in the Colony for the year was 26,026, amounting in value to \$403,932.20 ; and the total number of orders paid was 24,895, amounting in value to \$448,159.22. This is an increase of 5,265 on the number of Newfoundland Orders handled, and of \$98,015.07 increase in amount.

The commission accruing thereon was \$3,095.84.

The Money Order system is being gradually extended to the smaller post offices wherever the officials are found competent to undertake the work.

It has been seen that a large amount of money and orders, representing money, which are held for a period at many of our Money Order Offices necessitate the supplying of these offices with small safes. Orders for a supply have therefore been placed with the manufacturers.

DEAD LETTER BRANCH.—Apart from the ordinary Dead Letters caused by insufficient address, death or removal of the addressee, the bulk of the Dead Letters handled by this branch are received from the following sources: Refused taxed letters principally originating in the United States, Labrador Coast letters received at destination after the owners had left the coast for their homes, and letters for temporary Newfoundland residents employed at Cape Breton who have also returned to their homes or have removed to other parts.

Those in class (1) are returned unopened to the Dead Letter Office at Washington, but those in class (2) and (3) have to be opened and returned in Dead Letter Envelopes to the senders if their address appears on the enclosure.

When opening letters of local origin the past year, money and value, to the amount of \$979.62, were thus returned to the senders. The sum of \$5.10 being still unclaimed.

POSTAGE STAMP BRANCH.—3,356,585 adhesive postage stamps and 108,323 post cards, a total of 3,464,908 pieces, the value of which was \$75,545.39 were issued by this branch during the year.

This output very considerably exceeds that of the preceding year, and in value it discloses an increase of \$7,892.48.

DISTRIBUTING OR FORWARDING BRANCH.—In summer a large amount of mail matter heretofore brought into St. John's is despatched direct from the trains, but there has been a considerable increase in the amount of mail matter, particularly of newspapers and advertising matter posted in the city for outport despatch, which has kept the assorters busy in its distribution.

During the winter months the whole of the newspaper mail for the Northern Outports has to come into St. John's to be packed into leather bags for the over-

land couriers, but arrangements have been perfected to despatch the letters to the North from the trains direct, and these do not come into the city as heretofore.

On an average 600 bags of mail are despatched weekly from the St. John's Post Office.

NORTH SYDNEY AND TRAVELLING POST OFFICE DISTRIBUTION.—The establishment of the assorting office on the Railway Pier at North Sydney has very much lessened the work of the cross country mail clerks, and the latter can now give more attention to the local mails for the intermediate places than was hitherto possible when they had to assort the foreign mail on the trains.

The delivery of the mail for the South Coast has also been considerably hastened by being assorted at North Sydney as it is possible to transfer it direct from the *Bruce* at Port-aux-Basque to the South Coast steamer.

It has been arranged thus far to transfer one of the Railway Mail Clerks to the North Sydney Office and so give an improved service without much additional cost.

EAST END CITY DELIVERY.—The office opened for mail distribution in the East End of St. John's has also been of convenience to residents of that section of the city.

The fact of two post offices with simultaneous box delivery in one city is unusual if not unique. It has become possible by the establishment of the office on the wharf at North Sydney already referred to.

The mails for Newfoundland as they arrive at that point by every train are assorted and prepared for delivery at each post office and to each carrier in St. John's.

Were the assorting office at North Sydney discontinued, the box delivery at the East End post office would also have to be abandoned.

PARCEL POST BRANCH.—There were 13,554 parcels recorded as received from abroad for delivery in Newfoundland during the year.

The Customs duty levied on these parcels amounted to \$15,737.17. This amount is not included in the Postal Revenue receipts.

3,454 parcels are recorded as despatched hence to foreign countries and 33,965 parcels were received at the St. John's Branch for delivery in Newfoundland. In addition to these many more parcels were handled, which owing to the increased work of this Department could not be recorded.

I understand it is the desire of the Government that the parcel rates should be reduced, and I believe it would result in a much greater volume of business and revenue, but before doing so it is absolutely essential that more storeroom and office space be provided and additional help.

MISSING LETTERS.—The missing letter statement herewith shows that only 8

* letters containing money sent by ordinary unregistered mail through the Newfoundland Post Office were reported to the Department as having failed to reach the addressees.

This is a decrease of 23 below the previous year.

There were, however, 4 cases of alleged abstraction from Registered Letters and 5 cases of actual loss, one of which was shown not to have come into the hands of an authorized postal official.

The amount of the contents of 3 letters was made good by the official responsible for the loss, another had no money enclosure, and the cause of the loss of another could not be definitely fixed and was paid for by the Department.

MAIL COURIERS ROUTES.—The mail couriers continue to perform their work in a satisfactory manner, but there is always some delay in getting the service commenced promptly after the discontinuance of the Bay steamers when navigation closes, owing to the condition of the routes travelled by the Couriers.

When a good contractor can be obtained to manage a through mail route and is allowed to engage his own men, subject to the approval of the Department, the best results have so far been obtained. Such a man if given a four years contract could provide a proper equipment for the work, and greatly improve the service to those isolated places by keeping the route in good repair.

At present these contractors are only engaged from year to year.

COASTAL AND BAY STEAM SERVICE.—The mail steamers of the Reid-Nfld Co., Ltd., performed their service from 1st May to end of December as usual, and the Bowring Coastal Steamers, *Prospero* and *Portia*, also were continuously operated.

The former steamer all the year around on the South and West Coasts, and the latter from the middle of April to the latter part of January.

The early Spring visits of this latter steamer to the Northern ports are greatly appreciated, and owing to the mildness of the early winter it was possible to continue the service North to late in January.

During the year the steamer engaged to convey the mails around the Fogo District to that part of the coast known as the straight shore, situated between Bonavista and Notre Dame Bays, was considered unsuited to the needs of the people and tenders were invited for a steamer of a better class for this service. The contract was awarded to Messres. Bowring Brothers, Ltd., and the *Falcon*, a former "whaler," was placed on the service.

This boat did her work fairly well considering the difficult and dangerous route she had to travel, but to carry out this service successfully a boat should be built especially strong and of light draft.

FOREIGN STEAMER SERVICE.—The Allan Line steamers conveyed the mails to

and from England direct during the year, but the Post Office Department of England has reported that much annoyance has been caused in the despatch of the Newfoundland mails by that Department owing to the deferred departure of the Allan steamers from Liverpool, the sailing of the steamers being postponed from one to four days after the advertized schedule dates of sailing.

In this connection I beg to say that our records of time occupied in transit of mails from England sent via Rimouski, Canada, show that there is a distinct gain in time when the mails are sent by this route instead of being held over for despatch by the direct steamers.

The South and West Coasts and the places along the railway line are particularly benefited when mails are sent via Canada, as they then receive their mails a day or two earlier than if sent from St. John's.

SAILING PACKETS.—On the South Coast in Fortune and Hermitage Bays and along the outside islands and along the Burgeo District, sailing packets are still engaged to distribute the mails. In addition to mail conveyance, these packets convey the passengers and freight from place to place, that are left at different points by the mail steamers.

So far as the mail service is concerned, better and more frequent service can be given by Couriers from the ports called at by the mail steamers, but the people contend that the packets are necessary and cannot be dispensed with.

The time has come, when, if the funds are available, a small steamer should be placed on this coast, as the great bays of Fortune and Hermitage are only touched at on the outside by the Coastal steamers.

POSTAL SAVINGS BANKS.—I had the honour recently to submit a report on this subject to the Government, shewing the details of its operation and estimate of its probable yearly expense.

In the Dominion of Canada it is in the smaller towns and villages, similar to our outports, where there are no branches of the regular banks, that the post office has its branch banks; and during the past fiscal year there was to the credit of depositors the sum of \$45,736,488.00, or an increase of \$368,727.00 over the previous year; the average amount to the credit of each depositor being \$276.00. Postal Savings Banks have been in operation in Canada since 1868.

I am advised that the Government will take this into their consideration.

REDUCTION OF FOREIGN POSTAGE RATES.—By authority of the recent Congress of the Postal Union which assembled at Rome, in April last, the Postal Union rate heretofore fixed at 5 cents per half ounce or fraction thereof, has been reduced to 5 cents per whole ounce or fraction thereof, and three cents for each additional ounce or fraction of an ounce.

No country, however, is bound to reduce its rate if for any reason it is not in a position to do so.

The greater number of letters mailed by the people generally for foreign countries being under the half ounce. Half ounce weight, the reduction, will not be felt to any large extent by our people.

If, however, it should be decided to take advantage of the privilege, it will cause a reduction in the tax to be collected on short paid letters, particularly those from America of which many are received here each mail.

The new regulations may be effective after the 1st October next, 1907.

The following schedule will show the effect these authorized rates would have on our correspondence.

Weight of letter.	Amount paid at present.	Amount necessary under new regulation.
Half ounce	5 cents	5 cents
Whole ounce	10 cents.....	5 cents
One and half ounce	15 cents.....	8 cents
Two ounces.....	20 cents.....	8 cents

EFFECT ON SHORT PAID CORRESPONDENCE.

Weight of letter.	Amount paid by sender on letter.	Present tax collected.	Future tax from addressee.
Half ounce.....	2 cents.....	6 cents.....	6 cents
One ounce.....	2 cents.....	16 cents.....	6 cents
One ounce.....	5 cents.....	10 cents.....	Nothing
One and half ounce.....	4 cents.....	22 cents.....	8 cents
Two ounces	4 cents.....	32 cents.....	8 cents
Two ounces	6 cents.....	28 cents.....	4 cents
Two ounces	8 cents.....	24 cents.....	Nothing

The other authorized reforms are generally as follows :—

Writing will be allowed on the address side of foreign post cards whatever the country of destination, and it will be possible to prepay a reply to a foreign letter by means of a universal postage stamp that may be cashed in any country of the Postal Union.

REDUCED BOOK POST RATE FROM GREAT BRITAIN.—As some comment has been made regarding the probable action of the Department in regard to obtaining a reduced rate of postage on Newspapers, Book packets, etc., from Great Britain, I beg to say when negotiations were in progress between the Postal Department of Great Britain and Canada, in which the latter was urging a reduction of the postage on British Magazines and Newspapers to that country, I wrote to the Post Office Secretary, at Ottawa, for information on the subject with the view of recommending that Newfoundland be included in the arrangement.

I was informed in reply that up to the present there was little prospect of Canada's request being complied with.

It would be very desirable for Newfoundland to participate in such a reduction of postage, although we do not stand in the same position as Canada, which is flooded with American publications. Our rates with the United States and England are the same, whereas the Domestic rates of the Republic are extended to Canada. Consequently, American literature has no advantage at the present time over that of Great Britain in reaching this country by mail.

It may also be of interest to know that the foreign magazines, newspapers, etc., are imported as a rule by the local newsdealers as freight, which usually comes to hand in the same steamer that conveys the mail.

INSPECTION OF POST OFFICES.—During the year I personally visited a number of post offices in the Northern Districts, and also sent a representative to some others that required attention.

The inspection has brought out the fact that the chief need of the offices is equipment and I have asked for permission to procure a number of letter assorting frames, fitted with a locked door, so that the mail matter may be kept secure when, as is generally the case in the smaller places, the office work is conducted in the living room of the Postmaster's residence.

In the larger offices and where money order business is transacted, small safes are necessary and a supply of same has been ordered.

When it is remembered that, with few exceptions, Postmasters supply a room for the post office business with fuel and light at their own expense and receive a most inadequate yearly stipend, the wonder is that the Postal business is conducted as carefully as it is.

POSTAL TELEGRAPHS.—The superintendent of this branch of the service reports that during the year 13 new offices were opened and 344 additional miles of wire erected.

Viz., 1.—St. Mary's to Cape Race	48 miles
2.—St. John's to Gambo	191 miles
3.—St. John's to Come-by-Chance... ..	105 miles
	—
Total.....	344 miles

The total number of miles of country covered being 1,813, and of wire, 2,659.

The new line to the Cape brings us into direct communication with the wireless and signal stations erected at that point, thus greatly augmenting our receipts.

The line to Gambo enables the St. John's office to exchange business direct with the many offices formerly repeated from Gambo, and the new additional wire

to Come-by-Chance serves a like purpose for the South Coast offices, formerly repeated from Come-by-Chance, which of necessity caused a delay in transmission which does not now occur.

At points along the route of our wires, subject to heavy winds, double poles have been erected, and it has been arranged to replace the bare wire at points near the sea coast, where damage is likely to occur from sea spray, by weather proof wire.

The number of offices in direct communication with St. John's necessitated additional help at headquarters, and the increase of telegrams for city delivery and of telephone requests for messengers to call for telegrams to be conveyed to our offices in the city, require that our messenger boy staff be increased.

TELEGRAPHIC INLAND MONEY ORDERS. — During the year many requests to accept Telegraphic Inland Money Orders were received. The Department arranged to accommodate all who applied, thus helping to swell the receipts of the Telegraph Branch.

MARCONI WIRELESS STATIONS. — The Marconi Wireless Telegraph Co., of Canada, having by agreement with the Government taken over the stations on the Labrador Coast; the offices along that coast were continuously operated during the latter part of the fishing season the past summer, the messages being passed along from the Company's other offices in the Straits to Bell Isle, until they reach Cape Ray, where they were passed over to the Postal Telegraph Office at that point.

The usefulness of the service to our fishermen was emphasized during the past season, when in consequence of heavy gales of wind many vessels were wrecked. At Bell Island 17 small craft were lost and 55 men were thrown ashore upon the Island. At Indian Tickle and Domino 13 more schooners were wrecked. By means of the Marconi Stations in the vicinity of these wrecks, it was possible to rescue the shipwrecked people landed there and at other places along the coast almost immediately, when otherwise they would have to remain probably a long time and endure much suffering before they could be relieved.

There can be no doubt that these stations are a great benefit to the people doing business on that coast, and the extension of the system further North and to the large islands surrounding our coast, and to the coastal steamers, is only a question of a short time.

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., Feb. 20th, 1907.

Dr. *The Postmaster General of Newfoundland in account with*

1905.

July 1.—To Balance from 1904—1905..... \$1,069.07

1906.

June 30.—To Postage Stamps, Post Cards, Envelopes and Wrappers issued the year.....	\$75,545.39	
To Amount of Box Rents collected the year.....	859.10	
To Postage on insufficiently paid matter.....	3,112.53	
To Amount received from Dead Letter Office.....	14.00	
To poundage on Postal Orders	129.24	
To commission on Money Orders.....	2,883.27	
		82,543.53
To amount received from Postal Telegraphs.....		36,791.06
		<hr/>
		\$120,403.66

General Government year ended 30th day of June, 1906.

Cr.

1906.

June 30.—By Discount allowed Postmasters and Vendors.....	\$3,140.64	
By Stamps sent to Universal Postal Union and Official Postage	32.09	
By Amount of Postage on insufficiently paid matter returned.....	1,350.08	
By Profit and Loss.....	42.64	
		\$4,565.45
By Ca-h paid Exchequer :—		
Postal Revenue.....	78,291.86	
Telegraph Revenue.....	36,791.06	
		115,082.92
By Balance to 1906—1907.....		755.29
		\$120,403.66

Postal Order Business for Five Years ended June 30th, 1906.

	Issued at St. John's Office.		Issued at Other Offices.		Commission.
	No. of Orders.	Total Value.	No. of Orders.	Total Value.	Amount.
1901-1902.....	2,748	\$7,316.77	663	\$1,467.26	\$82.84
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
1905-1906.....	4,520	12,442.68	242	411.96	129.24

Statement showing the business of the Parcel Post Branch for Five Years ended 30th June, 1906.

	Parcels Received.				Parcels Despatched.			
	From United Kingdom.	From United States.	From Dominion of Canada.	Total.	To United Kingdom.	To United States.	To Dominion of Canada.	Total.
1901-1902.....	3,570	2,563	6,290	12,423	655	676	745	2,076
1902-1903.....	3,648	3,140	6,105	12,893	692	553	824	2,069
1903-1904.....	3,980	3,412	5,227	12,613	845	677	954	2,476
1904-1905.....	4,681	3,313	4,186	12,480	1,075	846	1,141	3,062
1905-1906.....	4,827	4,040	4,687	13,554	1,048	1,066	1,340	3,454

Customs Duties Collected on Parcels.

	From United Kingdom.	From United States.	From Dominion of Canada.	Letter Post Duty.	Total Amount of Duty.	Increase over last Year.
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
1905-1906.....	8,483.53	3,176.61	3,199.72	897.31	15,757.17	1,075.32

Transactions of the Dead Letter Office of St. John's, Nfld., during the Year of 1905-06.

Letters of Nfld. origin returned.	Letters.	Post Cards	Disposed of as beneath.
By British Post Offices.....	427	77	Letters returned to senders unopened 308
By Canadian Post Offices.....	2,182	52	Letters open'd & cards r'td 3,352
By United States Post Offices.....	2,050	...	L'ters could not be disp'd of 1,128
	4,659	129 - 4,788	4,788
			<i>Returned to Letters. P. Cards.</i>
			British P. O... 565 83
			Can. P.O 915 2,844
			U. States P. O.. 8,392 1,958
Letters and Cards of Foreign origin returned from Nfld. offices		14,757	9,872 4,885 14,757
			Returned unopened to writers in Nfld 274
			Opened and returned..... 1,225
			That could not be ret'd.. 623
Letters and Post Cards of Nfld. origin returned from Nfld. offices		2,122	2,122

Five hundred and ninety-seven letters containing \$979.62 were recorded and delivered through this office ; four containing a total of \$5.10 could not be disposed of.

Two hundred and seventy-six parcels were received and all but eleven disposed of.

The amount of \$5.10 mentioned above was paid into the revenue account. The eleven parcels, containing little of value, are with others held in this office.

Total number of pieces handled, papers not included, 22,340 as per statement above ; 20,774 were sent out from D. L. O., and 1,766 could not be returned, chiefly because writers name unsigned, without address or incorrect address. These were nearly all letters and from a monetary view point valueless.

Statement shewing number of Registered Letters handled by Registration Branch during Year ended June 30th, 1906.

1905.	Mailed at G. P. O.	Mailed Official.	Passed Through.	Delivered in City.	Total.	Increase over last year.	Decrease
July	1,186	1,594	697	5,450	8,927	45	
August	1,317	1,192	668	5,341	8,518	.....	121
September	1,272	927	613	4,930	7,742	.....	570
October.....	1,333	1,098	849	5,884	9,164	.....	2
November	1,394	1,024	856	6,707	9,981	1,114	
December.....	1,600	1,192	1,227	7,582	11,601	643	
1906.							
January	1,264	702	1,216	7,218	10,400	785	
February	927	765	849	4,769	7,310	2,473	
March	848	765	843	4,774	7,443	1,235	
April.....	942	1,199	828	7,962	10,931	2,844	
May	1,162	1,105	636	5,911	8,714	556	
June	990	1,110	690	5,881	8,671	853	
	14,235	12,786	9,972	72,409	109,402	10,548	693

Net increase over previous year, 9,855.

Statement of Money Orders issued and paid in Newfoundland with Commission for year ended 30th June, 1906.

July 1st, 1905, to June 30th, 1906.	No. Orders issued.	Amount.	Com- mission.	No. Orders paid.	Amount.
Total	26,026	\$103,932.20	3,095.84	24,895	\$418,159.22
1904—1905	23,558	366,333.83	2,840.79	22,098	387,742.52
Increase 1905—06	2,468	37,598.37	255.05	2,797	60,416.70

Issued in Newfoundland.	No. of Order.	Amount.	Payable in Newfoundland.	No. of Orders.	Amount.
Payable in :—			Issued in :—		
United Kingdom.....	3,110	\$49,278.63	United Kingdom	338	\$6,768.62
Dom. of Canada	5,956	77,422.70	Dom. of Canada	6,290	103,732.09
United States	5,010	55,450.90	United States.....	5,800	111,494.77
Newfoundland	11,950	221,779.97	Newfoundland	12,182	224,939.37
Total	26,026	\$403,932.20	Total.....	24,610	\$446,934.85

Commission Account.

To proportion paid United Kingdom..	\$212.57	By commission for Orders issued in Newfoundland for year 1905—06...	\$3095.84
To amount paid Revenue Account per Accountant Postal Department.....	2,883.27		
Total.....	\$3095.84	Total.....	\$3095.84

H. B. DRYER,
Superintendent.

B. UNREGISTERED LETTERS — *Report of all cases occurring within the year ended through the Post Office*

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents	Address of Letter.
					Name.
1	Michael Hynes.....	Humbermouth ..	Sept. 20	\$5 note	Mrs. Michael Hynes
2	Reid Nfld. Co., Ltd.....	St. John's	Mar. 1	Ch \$1.30	A. Lineham
3	Arthur Peters.....	St. John's	Feb. 3	Cheque	Rev. Dr. Cowperthwaite ..
4	Mrs. A. Vincent	Grand Bank.....	Dec	\$3.50	R. A. Squires
5	Baird, Gordon & Co.....	St. John's	Feb. 5	Receipt	J. C. & N. W. Smith.....
6	Robert Reader..	Musgravetown...	April 7	\$1.85	T. McMurdo & Co
7	A. Basha & Sons	Norris' Arm.....	May 16	\$35.50 M	T. McMurdo & Co
8	Mrs. Evelyn Prince	Open Hall.....	Jan. 8	P. watch	J. Quinton

A.—Registered

1	P. Buck, Postmaster.....	Conception Hr...	Sept. 1	R \$10.00	Mrs. Ezekiel, P. M.....
2	Edward Stone.....	Curling, B. of I..	Mar. 3	R 20.00	R. W. Stowe.....
3	George Fagner	Toronto	July 26	R 6.00	Mrs. Geo. Fagner.....
4	Thomas B. Grandy.....	Garnish	Oct. 4	R 27.00	James Hunt
5	Wm. Renouf.....	Stephenville C...	Aug. 22	R no m.	A. S. DuRondeau.....
6	John Lockyer.....	Trinity	Feb. 15	R 206.00	John Anderson.....
7	Mr. J. C. & N. M. Smith...	Norman's Cove ..	Jan. 8	R 50.00	Baird, Gordon & Co
8	Patrick Culleton	Benten	Mar. 24	R 10.00	Mrs. Elizabeth Culleton
9	Not stated	London	Feb. 20	R£2 2s 6d	Miss Sterling in care C.J....

June 30th, 1903, of abstraction from, or loss of, letters containing money, sent of Newfoundland.

Address of Letter.	Evidence of Loss or Abstraction.	Result of Proceedings Instituted in each case by the Department.
Place.		
29 Young Street, St. John's...	stated not received...	No trace owing to want of registration.
Forristal, St. Mary's Bay.....	stated not received...	No trace owing to want of registration.
St. John's	stated not received...	No trace owing to want of registration.
St. John's	stated not received...	No trace owing to want of registration.
Chapel Arm	stated not received...	No trace owing to want of registration.
St. John's	stated not received...	No trace owing to want of registration.
St. John's	stated not received...	No trace owing to want of registration.
Safe Hr. B.B	stated not received...	No trace owing to want of registration.

Letters.

Hr. Main.....	.....	Trace ceased after its receipt by Railway Mail Clerk who, being unable to say what he had done with it, paid the amount of enclosure.
Haystack, Placentia Bay.....	Letter received without contents	No evidence to account for alleged discrepancy.
Lower Island Cove.....	Mis-sent by Mail clerk to Spaniards B where trace ceased	Mail Clerk who mis-sent letter paid amount of contents.
St. John's	Letter received without contents	Sender satisfied letter was not tampered with by Postal officials, and paid alleged enclosure to addressee.
Port-au-Port.....	stated not received...	Trace ceased after its despatch from Stephenville Post Office, believed lost by courier.
St. John's	only \$199.70 received	No evidence to account for alleged discrepancy.
St. John's	only \$40 received	Letter opened by young daughter of Postmaster and \$10 abstracted. Postmaster paid amount, but office has been removed from him.
St. Mary's.....	.....	Official who rec'd it was not a regular Postmaster, and as there is no evidence of the receipt of the letter by the Postmaster from him, sender was advised to sue the party who received it.
St. John's	Recd by St. John's Office	Parcel disappeared from Registration Office and amount of contents was made good by Department.

**ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES,
NEWFOUNDLAND, FOR THE YEAR 1906.**

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
Inspector of Herring Fishery.....	W. Mair

FISHERIES' BOARD.

Hon. Eli Dawe, Minister of Marine and Fisheries, Chairman.

Hon. John Harvey.....	A. McDougall, Esq.
W. C. Job, Esq.	Thomas Bonia, Esq., M.H.A.
W. B. Grieve, Esq.	John Lewis, Esq., M.H.A.

DEPARTMENT OF MARINE AND FISHERIES,
St. John's, Newfoundland, 1907.

*To His Excellency Sir WILLIAM MACGREGOR, M.D.,
K. C. M. G., etc., Governor, 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 honor to submit herewith, for the information of Your Excellency and the Legislature of Newfoundland, the Ninth Annual Report of the Department of Marine and Fisheries for 1906.

I have the honour to be,

Your Excellency's obedient servant,

ELI DAWE,

Minister of Marine and Fisheries.

FISHERIES' REPORT, 1906.

THE CODFISHERY.

THE Newfoundland codfishery, both in extent of fishing grounds and in the abundance of its yearly products, is perhaps the largest industry of its kind in the world. It extends not only along the very extensive Coast of Newfoundland and its Dependency, Labrador, but has also an expanse of sea fishing banks extending over twenty degrees of latitude from the George's Banks to the entrance of Hudson's Straits, thus embracing an immense area of sea and coast fishing.

The most extraordinary characteristic of this great harvest of the sea, this most valuable asset of the Colony, which has been carried on successfully for over four hundred years is its remarkable stability. On land seed time and its resulting harvests are sure, but compared with the ingathering every year of the fecund cod in millions, by native and foreign fishermen, the harvest of the land, suffering as it does from cold and wet seasons, the ravages of insects and blight will appear fluctuating, changeful and uncertain compared with the bounteous harvest of the sea, which for centuries has rarely ever failed and is as bountiful to-day as it was centuries ago. Nothing shows this uniformity and steady, regular successful result than the statistics that are appended to this Report.

Cod and herring are two great commercial fishes of export. Both are abundant in Newfoundland, but the cod takes precedence of all. It is well called the "beef of the sea." Its value as food is largely enhanced by the extreme facility with which it is cured. In hot and tropical countries it is highly prized. No other fish has yet been found to oust it in the Mediterranean, West Indian and Brazilian markets. Its good keeping qualities and its fine flavour will always enable it to hold its own in consuming markets.

The value of the cod greatly depends on its perfect cure. Elsewhere the fish catcher is not the fish curer. This is an entirely distinct business both in the Mother Country and with our great rivals. In Great Britain old experienced firms who have been fish curers for generations employ the best methods. The consequence is that they turn out all their products up to a high standard of quality. In this country it is quite different. Every fisherman makes his own fish, and each one is more or less a law unto himself. Many take infinite care and trouble and cure a first rate article. Many others, unfortunately, are careless, and their fish, as an article of merchandise, is in consequence inferior.

In the desire to rush off a shipment to market, especially on Labrador, this condition of cure, coupled with the difficulty of careful cull (which is at times relaxed), results in cargoes being sometimes delivered in indifferent condition.

The attention of both the producer and the receiving shipper is directed to the obvious remedy to be applied.

That this is absolutely necessary is apparent by the comparison of our codfish

with its competitors in consuming markets, where the excellence of their cure helps largely to equalise its value as an article of food.

The need of a Board of Trade and concerted action on the part of our fish exporters in handling their produce is an anomaly which, when obviated, will give force to representations that may be addressed to both local and foreign operators. This Colony should have its own agent in all important fish countries.

Spasmodic efforts have been made from time to time to export fresh fish, but without any marked measure of success.

Experience shows that during the cold months frozen fish packed in ice may be sent long distances, and be kept quite fresh for many days.

The winter catch on our South Coast is estimated at about 40,000 to 50,000 quintals. An outlet for all of this in a fresh state could be found in the adjoining Continent during the winter months.

During the cold and stormy weather, incident to this inclement season, fish of all kinds is naturally scarce and dear, and consequently prices invariably rule high.

The codfisheries on the whole were good, although on the South and South West Coasts the voyage was a very short one.

On Labrador, generally, the catch was good. A large portion was brought as usual to Newfoundland and there cured and exported in the customary manner.

All fishermen realises excellent prices for the product of their labour, and the presence of outside competition helped to maintain the high value.

The American market was never so poorly supplied with salt codfish, and within the past thirty years no such prices have been realized in the United States, by the fishermen of that country. No one can doubt that the short catch of the Gloucester banking fleet and the consequent high prices is directly caused by the operation of the Bait Act. The taxes on our fish in all foreign markets are still very high and operate against a large consumption amongst the humbler classes in Europe and America. Every effort should be made to get a relaxation of these oppressive duties.

THE SEAL FISHERY.

THE season of 1906 was a remarkably prosperous one. The total catch was 341,836, as compared with the previous year of 1905, when the whole number of seals captured was 177,100, showing a gain for 1906 of 164,736 seals, and \$296,320 in value.

The value of the 1905 seal fishery being.. . . .	\$311,224.22
The value of the 1906 seal fishery being.....	\$607,544.81

A special interest attaches to the sealing season of 1906 owing to the experiment made in the presence, among the fleet, of the S.S. *Adventure*. Her construction marks a new departure, and her first voyage proved entirely successful.

REPORT OF THE NEWFOUNDLAND STEAM SEALING FLEET, 1906.

Arrived 1906.	STEAMERS.	CAPTAINS.	Tons Nett.	Total of Seals.	NETT WEIGHT.				NETT VALUE.	Men.	Men's share.	SUPPLIERS.
					Tons.	Cwt.	Qrs.	Lbs.				
Mar. 27	Bloodhound	D. Blandford	314	18,756	416	14	3	4	\$33,084.91	175	\$62.31	Baine Johnston & Co.
" 29	Diana	A. Barbour	290	17,459	429	10	3	7	32,224.73	152	70.20	Job Brothers & Co.
" 29	Vanguard	W. Winsor, sr	322	19,897	479	15	1	25	36,435.39	322	69.47	Baine Johnston & Co.
Apr. 1	Adventure	H. Dawe	829	30,193	633	11	0	12	49,971.53	203	81.65	A. J. Harvey & Co.
" 2	Aurora	D. Green	386	19,150	483	15	0	27	35,937.49	187	63.72	Bowring Brothers, Ltd.
" 4	Virginia Lake	S. Blandford	440	20,283	452	13	0	17	35,559.58	203	58.00	Reid Nfld. Co.
" 6	Algerine	E. Bishop	233	15,448	343	6	0	10	26,813.55	161	55.17	Bowring Brothers, Ltd.
" 7	Neptune	G. Barbour	465	24,020	667	10	3	21	42,489.05	203	69.42	Job Brothers & Co.
" 8	Grand Lake	Job Knee	463	17,774	449	0	0	13	33,864.77	203	55.33	A. J. Harvey & Co.
" 9	Havana	J. A. Farquhar	190	6,286	145	9	3	15	11,409.89	128	29.48	J. A. Farquhar.
" 9	Kite	J. Gilham	190	6,965	157	19	3	7	12,363.57	90	45.28	Bowring Brothers, Ltd.
" 10	Ranger	J. Kean	353	11,431	307	12	1	22	22,131.17	167	43.91	Bowring Brothers, Ltd.
" 10	Terra Nova	A. Kean	450	16,627	359	19	1	1	28,489.75	203	46.55	Bowring Brothers, Ltd.
" 10	Panter	Jesse Winsor	246	6,786	193	13	1	17	13,842.62	117	39.10	A. J. Harvey & Co.
" 14	Leopard	P. Blackwood	217	4,179	89	10	0	1	7,078.04	103	29.68	Baird Gordon & Co.
" 14	Newfoundland	J. Parsons	568	13,428	304	14	3	22	24,169.37	203	39.49	A. J. Harvey & Co.
" 16	Nimrod	B. Barbour	226	8,099	179	10	0	22	14,227.57	107	43.91	Job Brothers & Co.
" 17	Iceland	J. Barbour	287	11,165	251	12	2	1	19,958.47	137	48.20	Baine Johnston & Co.
" 18	Walrus	S. R. Winsor	219	7,070	153	18	2	16	12,031.14	118	33.70	G. Browning & Sons.
" 19	Erik	Job Kean	412	15,243	340	15	1	27	26,286.08	172	50.64	Job Brothers & Co.
" 23	Viking	Wm. Bartlett	276	8,241	181	7	0	11	14,196.22	188	25.04	Bowring Brothers, Ltd.
" 24	Eagle	A. Jackman	418	9,465	210	14	1	18	16,407.01	203	26.81	Bowring Brothers, Ltd.
" 24	Southern Cross	D. Bragg	325	10,889	241	1	2	5	18,949.74	175	36.30	Baine Johnston & Co.
" 26	Greenland	W. Winsor	259	13,449	290	9	0	13	22,878.94	144	52.60	Baine Johnston & Co.
May 3	Labrador	G. Hann	256	9,533	231	11	1	16	16,743.13	140	39.58	Baird Gordon & Co.
			8,634	341,836	7,896	9	3	4	\$607,544.81	4,061	.....

HERRING FISHERY.

WITH a view to give effect to the Act passed last Session of the Legislature for the "Encouragement of the Herring Fishery and the Better Cure of Herring," the Minister of Marine and Fisheries proceeded to Great Britain, in October last, to examine into and obtain information respecting the improvement of the cure of herring, and to make arrangements to test the possibilities of catching herring in Newfoundland waters by that method known as "drift net fishing in the open sea."

Much valuable information was obtained, and an agreement entered into with a reliable firm in Great Britain, with large experience of curing and marketing herring, to operate two sailing drifters in Newfoundland waters, commencing in May next, and to continue the experiment for three years. This agreement also provides that the firm is to employ experienced curers from Scotland which will be an object lesson to our fishermen how best to pack and cure the fish and export it to European and American markets.

There is evidence of abundance of herring around our Coasts, with the methods hitherto in use they have only been caught when they come in close to shore in the bays and harbors, thereby making a continuous supply for any length of time extremely uncertain.

To make a successful business it is necessary for curers by the Scotch method to have the fish brought to stations provided with permanent staffs, and with all the facilities to pack and assort the herrings suitable for the markets where they are intended to be sent.

It is believed that drift net fishing will result in a larger and more continuous supply, and that with a careful and proper method of cure higher prices will be obtained.

The enormous results, both in quantity and value, accruing to those engaged in the herring in Great Britain of late years warrant the belief that there are great possibilities for the herring fishery in Newfoundland becoming a valuable industry if similar methods as to the catch and cure are adopted.

THE LOBSTER FISHERY.

IN 1905 the export was 43,522 cases, value \$512,662, against 31,575 cases, valued at \$410,405, for 1904. During the past season the shipment amounted to 31,328 cases, value \$376,490, showing a falling off of 12,194 cases, and \$136,172 less.

These figures represent the actual amount shipped, not the exact figures of the pack, as many cases are exported after the close of each season. The quantity put up in 1906 was really less than the quantity shipped by at least 5,000 cases.

The lobster industry is carried on all around Newfoundland. By far the largest business, however, is carried on by the South and West Coast fishermen, as shown by the following returns for 1906 :—

Placentia	6,021 cases.
Burin	1,372 "
Fortune Bay.	2,494 "
Burgeo	1,115 "
Bay St. George	4,606 "
St. Barbe.....	6,361 "
	21,969 cases.

whilst Twillingrte, Fogo, Bonavista and Trinity only represent 3,880 cases.

Lobster incubators are still maintained in Fortune Bay, Bonavista Bay and Green Bay, but the Board believes that up to this time results have not been satisfactory. The diminution in the catch is mainly due to over fishing.

The quality of the pack this season has been greatly improved by the following out of suggestions offered to the trade, and by the marking or numbering of each tin with a view to the identification of any who might be tempted to market goods of inferior or deleterious quality.

It has been stated that exporters, for purposes of their own, have removed the marks or numbers of the cans before shipping them. If this be true then the object aimed at by the Board may be seriously threatened, and the effort made to ensure that only good and sound food is put up may be imperilled. The obligation incumbent on the packer should certainly be extended to the exporter, so that no difficulty may be found in tracing back to their source goods that are complained of.

The Board ventures the opinion that no female lobsters should be packed, but that it should be made obligatory to return all such to their native element.

THE WHALE FISHERY.

The whale fishery this season has been prosecuted on a very diminished scale compared with 1905. During that year there were no less than eighteen factories in operation, as follows :—

1 St. Mary's	South Coast
2 Rose au Rue	do
3 St. Lawrence	do
4 Balena.....	do
5 Chaieur	do
6 Dublin Cove	do
7 Snook's Arm	East Coast
8 Beaverton	do
9 Safe Harbour	do
10 Trinity.....	do
11 Harbour Grace.....	do
12 Cape Broyle	do
13 Aquaforte	do

14 Lark Harbour	West Coast
15 Hawke's Bay (Port Saunders)	
16 Lance-a-Loup (Straits of Belle Isle)	
17 Cape Charles	Labrador
18 Hawk's Harbour	do

For 1905 the take of all these factories was as follows :—

1905	18 factories	892 whales	\$1,259,082
1906	14 "	439 "	537,011

The factories, more or less, in operation during the season of 1906 were :—

FACTORY.	Whales.	Gallons Oil.	Tons Guano.	Tons Bone.
Balena	44	59,392	212	103
Bay Chaleur	58	60,178	188	115
Rose au Rue	67	41,653	182	106
Beaverton	24	31,006	95	50
St. Lawrence	21	20,520	78	35
Cape Broyle	3	2,898	9	7
Cape Charles	25	16,640	.....	62
Dublin Cove	27	30,080	62	50
St. Mary's	4	3,200	13	6
Aquaforte	18	13,824	.....	15
Safe Harbour	21	28,300	73	32
Harbour Grace	17	22,680	65	16
Hawk's Bay, Port Saunders	40	83,160	146	69
Hawk's Harbour	60	75,600	130	52

The only partially successful factories in the past season were Balena, Bay Chaleur, Rose au Rue, Hawk's Bay, Port Saunders and Hawk's Harbour, Labrador. None of the others paid their expenses. This important industry which began so flourishingly has relapsed into an indifferent condition, and large sums of money have been lost by the promoters of the various companies.

PRODUCTS OF THE WHALE FISHERY.

ARTICLE.	1897-8	1898-9	1899-0	1900-1	1901-2	1902-3	1903-4	1904-5	1905-6
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Oil	1,325	14,439	34,604	54,221	112,859	256,372	297,415	384,062	222,761
Fertilizer	15	.....	.....	.....	.....	27,171	38,981	115,955	80,133
Gills	41	148	.....	9	.....	.....	.....	.....	.....
Bone	200	941	1,814	13,550	12,285	9,590	39,557	34,835	27,143
Hide .....	.....	.....	10	14	143	.....	.....	.....	150
Meat .....	.....	78	.....	.....	.....	.....	173	214	1,794
Glue .....	.....	.....	.....	.....	.....	.....	700	35	16
	1,581	15,606	36,428	67,794	125,287	293,133	366,826	535,101	331,907

THE SALMON FISHERY.

It is satisfactory to find that year by year this fish is steadily increasing in numbers. Our principal rivers are receiving better protection, and the good results are apparent in the recent marked increase of fish in the rivers.

The catch netted in salt water was much below an average. The export of fresh salmon which began a few years ago with only 12,000 lbs. has now risen to 251,156 lbs., value \$17,931.00.

The export of fresh salmon is only carried on in a small way and by primitive methods, but with the advent of better facilities for transit, coupled with cold storage, the business ought to receive a great stimulus.

The Board is of opinion that the time has now arrived for putting a tax on all foreign anglers, in order to pay for the protection and improvement of the rivers of the Colony and its dependencies.

SALMON EXPORTED FRESH.

1904.....	129,475 lbs	.....	\$ 8,768.00
1905.....	192,054 "	.....	14,383.00
1906.....	251,156 "	.....	17,931.00

**LICENSES TO HUNT CARIBOU,
ISSUED SEASON, 1906.**

NAME.	ADDRESS.
W. B. Warniji.....	
Henry B. Bigelow.....	Boston, Mass.
Coleman Carnegie.....	New York
W. J. Ehrich.....	New York
J. P. Horward.....	San Mots, California
Frank Trump.....	Jersey Shore, Lycoming, Pa
John Newtown Porter.....	Brocklyn
J. J. Stirling.....	London, England
Sir Kieth Fraser..	London, England
Capt. John Cavendish, D.S.O.....	Winsor, Cavalry Barrack
Beecham Gillispire.....	London, England
Hugh Watson	London, England
A. C. Gathorn Hardy	London, England
Percy C. Madeira	Philadelphia, Pa.
Percy C. Maderia, jr	Philadelphia, Pa.
Louis C. Maderia.....	Philadelphia, Pa.
Hesketh Pritchard.....	London, England
Rowland Hayard	Peasedale, R. I.
Isaac Pease Hayard	Peasedale, R. I.
R. C. Ruckford	Virginia
H. B. Woodfin	Hampton
J. B. Borees	New York City
J. F. Eagle	New York City
W. A. Babson	New York
A. A. Boyer.....	New York City
Percy J. Bughee.....	State of New York
Mortimer R. Proctor.....	Vermot
Edward S. Bryant	Boston
Henry H. Fay.....	Boston
Austin C. Chase.....	New York
W. L. Matthews.....	Canada
J. Osler	Canada
Sir Kieth Frazer	London
Capt. J. Cavendish.....	London
W. H. Mansperger.....	Buffalo, N. Y.
Dr. Burt E. Johnson.....	Buffalo, N. Y.
G. W. Weymouth	Fairhaven, Mass.
E. J. Meyer	Buffalo, N. Y.
Joseph T. Nerion	Pittsburg, Pa.
Carl Pickhard	New York
F. H. Daniels.....	Worcester, Mass.
F. H. Daniels.....	Worcester, Mass.
M. W. Hall.....	Waterbury, Conn.
Fred G. Maison.....	Waterbury
S. P. Shaw	Boston, Mass.
G. J. Van Vechter.....	New York
T. D. Sloan.....	New York
R. S. Sloan	New York
H. H. Buckley	New York
S. K. H. Lawrence.....	New York
R. L. Loughran.....	New York
G. R. Pisek	New York
Pierce Archer	Winnerwood, Pa.
Joseph Spear	Philadelphia
H. C. Tonkerman.....	Burlington, Vermont
G. H. Austin	Colorado
R. J. Debacher	New York City
J. W. Forbes	Peacedale
E. W. Billings.....	Ocean Park
Richard Sturges	Providence
W. D. Hinds	Portland, Maine

LICENSES TO HUNT CARIBOU.—(concluded).

NAME.	ADDRESS.
George Eastman	Rochester, New York
A. R. Eastwood	Rochester, New York
Dr. E. W. Mullings	Rochester, New York
Rev. Dr. R. R. Converse.....	Rochester, New York
Lord Stalbridge.....	
W. A. Stelle	U. S. A.
W. A. Harbinson	New Jersey
M. W. Brewster	New York
Edward Brewster	New York
W. L. Payzant.....	Halifax
T. H. Lockwood	New York
W. J. Pennell.....	New York
H. Broughton Leigh	Rugby, England
Dr. Fred Kammeser.....	New York
Dr. R. W. Gilbert.....	New York
H. A. Jarvis.....	New York City
C. S. Godsdon	New York City
Will. A. Tateum	Grand Rapids
Bevan Cox	London, England
Philip D. Park.....	Boston
George W. Philips	New York
Newbold Edgar.....	New York
Dall de Wesse	Cowan City, Colorado
Salem D. Charles	Boston, Mass.
Nora R. Boylston	Boston, Mass.
Lawrence Mott	New Jersey
Frank A. Roseman.....	New Jersey
Alex. Rosen	Bryon, Pa.
A. K. Rosen.....	Philadelphia.
C. Rumsey	Buffalo, New York.
D. Blaney.....	Boston, Mass.
F. A. Hengleton.....	Worcester, Mass.
George D. Pike	Brooklyn, New York
J. D. H. Ralph	Philadelphia
Robert R. Burns.....	Boston
Francis O'Connor.....	Pennsylvania
H. E. Crieff.....	do
H. R. Duddle	New York City
Harry Arndit.....	Portland, Maine
Earl Narcross.....	do
Irwin Walker.....	Boston, Mass.
C. F. Nebelacker.....	New York City
S. Campbell	New York City
F. N. Sonkler.....	Philadelphia
W. R. Beach	New York
Warren Delano	New York
W. T. Blodgett	New York
John A. Miller	Nazareth, Pa.
P. Albert Peppenhouse	Chicago
C. F. Taylor.....	Alleghany, Pa.
Mason Bermer.....	Deyton, Ohio
Edwin G. Saunders	do
B. N. Shedman.....	do
W. F. Smith	Boston, Mass.
W. A. Slater.....	Washington
H. W. Husband	Somerset, England
J. B. Hebron.....	Montreal
Joseph House	New York
J. House	do
V. R. Philing.....	do
F. W. Jenkins.....	do

GAME WARDENS, 1906.

NAME.	PLACE.	DISTRICT.
James Malone	Logy Bay	St. John's East.
D. McGuire	Wine Gap	do
Richard Crow	Bauline	do
Thomas Walsh	Nagle's Hill	do
S. Baird	South Side Hills	St. John's West.
Martin Baird	Freshwater	do
R. Fizelle	Shoal Bay Ridge	do
Patrick Nolan	Old Placentia Road	do
John Murphy	Blackhead	do
Michael Murphy	Blackhead	do
James Keefe	Tor's Cove	Ferryland.
Thomas Johnson	Cape Broyle	do
James Green	Witless Bay	do
James Murphy	Holyrood	Harbour Main.
Richard Hibbs	Kelligrews	do
M. Taplin	Holyrood	do
John O'Neil	Holyrood	do
Francis Lee	St. Mary's	Plac. & St. Mary's.
Thomas Connors	St. Mary's	do
John Condon	St. Mary's	do
Patrick Griffiths	Long Harbour	do
John T. Young	St. Bride's and Cape Shore	do
Thomas Power	Placentia	do
Patrick Hurley	St. Mary's	do
Thomas Hawe	Goulds, Brigus	Port-de-Grave.
H. C. Dawe	Clarke's Beach	do
William Rixon	Old Perlican	Bay-de-Verde.
Michael Colford	Redlands to Western Bay	do
C. W. Tilley	Port Blandford	Bonavista Bay.
Albert Rice	Western Cove	St. Barbe.
Andrew Humber	Bartlett's Harbour	- do
Theo. Patey	River of Ponds	do
George Knowling	Codroy	St. George's.
Thomas Farrel	LaPoile	Burgeo & LaPoile.
J. Young	Red Rocks	do
Abram Miles	Head Fortune Bay River	Fortune Bay.
J. Thornhill	Little Bay East Salmonier	do
John Forsey	Famie	do
B. Brazil	Garnish	do
Joseph Riggs	Long Harbour	do
James Evans	Bay L'Argent	do
W. L. Haddon	Sandy Crossing	Railway Line.

REPORT OF WARDENS—EXTRACTS.

ALBERT RICE, White Bay.—Codfishery started good about the end of May with every prospect of a good voyage, as herring was plentiful until the first week in July. But herring and fish seem to have gone off in deep water. Traps that got 150 to 200 quintals last year, only got 20 to 30 quintals this year. In September, squid struck in a week only, in large quantities, and went away just as suddenly as they came, so on the whole it has been the worst codfishery for years. Lobsters not very plentiful, only two factories in operation; one had nineteen cases and the other ten cases. Caribou very plentiful during close season. Partridges very scarce, and rabbits seem to have disappeared altogether.

NICHOLAS PETERS, Hall's Bay.—Salmon net fishing in the Bay not prosecuted as usual. No salmon catchers, as people are engaged at saw mills or mines. Salmon very plentiful in Crescent Lake Brook, but Indian Brook seems to be the only sporting brook, and as a river for sport cannot be beaten. There is plenty of room for ten or fifteen anglers, and each can have a pool to himself, besides splendid scenery and mineral spring.

JOHN HAMILTON, Fortune Harbor.—Fishery poor. Craft that went to Labrador fairly well fished. Lobster fishery poor. Eleven packers in this section operate twenty-two incubators; results unknown.

ABRAM LILLY, Warden Charles, Northern Peter's Brook, Little Rattling Brook and Exploits River: Fish has been fairly plentiful on all the rivers. The different lumbering companies on all these rivers keep them clear of obstructions. Peter's Arm Brook gets its fish alright, more than it has done for years. In fact all the rivers under my care are getting a lot of fish without any molestation whatever. Labrador fishery schooners all returned with fairly good trips.

JOHN BURKE, Tilting.—In the month of May, herring were plentiful. First codfish taken about 25th May. On June 16th, caplin landed. Traps and nets did fairly well, especially cod nets. The fall fishery has been the worst for years, owing to bad weather and scarcity of bait. A cold storage plant would be a great benefit to this section.

J. B. WHEELER, Musgrave Harbor.—The codfishery with traps, on the shore, has again been very poor. Most of the large craft went to the Labrador and returned fairly well fished. The salmon fishery has been a total failure. The herring fishery has also been poor; since the resort of the herring has been filled with lobster traps, the herring have gone to other spawning grounds. I think if the spawning coves were kept free of all lobster gear, the herring might return, and be of immense benefit to the lobster packers, who depend so largely on the herring for bait. This refers as well to the caplin which cannot come to the shore by having the coves filled with lobster gear. The lobster fishery has been very good this year; better than last season, and the lobsters were of a very good size, very few small sized ones taken now.

JOSIAH GOODYEAR, Gander River.—Salmon began to ascend the river about the 20th of June ; the river being in good condition, and remained so until the month of August. About fifty tierces of salmon were caught between Salt Island and Main Point, and something about three hundred salmon caught, with rod, in the river, weighing from $3\frac{1}{2}$ to 12 lbs. There are pools that have never been tried, where good fishing is almost certain.

JOHN NEWHOOK, New Harbour.—Codfishery was not very good. Caplin made their appearance in early May, and stayed until September, longer than they were ever known to remain. Squid very scarce.

THOMAS CONNORS, Peter's River, St. Mary's Bay.—Reports that codfishery started poorly, although fish was seemingly plentiful about Broad Cove and St. Shott's, if the weather had been favourable to catch it. This has been the roughest summer for many a year. The salmon were fairly plentiful, in fact more plentiful than for many years. Salmon and trout were fairly plentiful in the rivers.

PATRICK HURLEY AND LAWRENCE MURPHY, Salmonier River.—This fine fishing stream was visited by a number of sports, both local and foreign. Salmon were never seen in such numbers in the river since the place was inhabited. Earl Grey and Governor MacGregor visited falls and caught some splendid fish, some weighing 7 and eight pounds. A. B. Morine and party took 50 fish, 1 weighing 11 lbs. T. Winter and party took 70 fish, weight, from 5 to 7 lbs.

THOMAS POWER, Placentia.—The salmon fishery has been the largest made for years, nets secured about forty barrels. The salmon and trout in the rivers, which were of a medium size, were fairly plentiful, and a few local and foreign anglers got good catches.

THOMAS ADAMS, Come-By-Chance—The codfishery has been the worst for years. The residents of this place are against the use of codtraps within certain limits. Lobster fishery much the same as last year. No violation of Fishery Rules.

GEORGE ROSS, Paradise to St. Lawrence—The lobster fishery was a little better than last year. I visited 100 factories and found everything according to the Fishery Rules. The rivers in Paradise Sound and Red Harbor, that in the past were well stocked with salmon and trout, seem to have been in some way cleaned out. In Mortier Bay salmon, though small, were fairly plentiful, and also in Burin Bay Arm salmon were more plentiful than usual. No violation of the Fishery Rules.

W. P. LAKE, Fortune—The lobster fishery has again been poor. This Warden sounds the warning that he sees a steady depletion of this fish, owing to Rule 13 not being carried out. The Rule is violated with impunity, as the warden cannot be everywhere. The shore codfishery, though poor, was a little better than last year. The Bank Fishery which is largely prosecuted both here and at Grand Bank resulted this season in fair catches.

PHILIP CLUETT, Belleoram to Point Enragee—In this section 130 lobster factories were operated, with 15,806 traps. The catch was 354,320 lobsters, making 1,015 cases. Salmon was fairly plentiful at Long Harbour, the warden there not having seen so many going up for the past eighteen years. At several points in the Bay fishermen did fairly well during the caplin school, but by far the greater number did next to nothing. The banking fleet have done fairly well, as prices kept good. No violation of Fishery Rules.

W. E. PARSONS, St. Jacques to Harbor Breton—The codfishery in this section has been far below the average, mostly for want of bait. Of bankers there were 15; the highest catch was about 1,700 quintals secured by Capt. J. Lewis, M.H.A. Lobster operations were rather better than last year, as the average catch per man would be about five cases. The numbering of the tins has greatly increased the care taken in putting up the lobsters.

MARK WAY, Hermitage Bay, Connaigre Bay and Bay Despoir—The salmon fishery along the sea shore has been as good as last year, and the salmon taken were of a larger quality. The codfishery was worse than last year, but considerably augmented by large quantities of ling which were caught in this section. The herring this year has not been so uncertain, and large quantities of small herring were seen around the waters of Hermitage Bay, reminding the fishermen of old times. The lobster fishery was little better than last year.

PHILIP DICKS, Burgeo, Cape LaHune to Cinq Cerf—Codfishery has been again below the average, but the high prices obtained make up for it. The lobster fishery was also very poor, in fact it seems that this industry is falling off in this section. Squid has been very scarce; over fifty vessels here looking for bait, and had to go away without it.

RICHARD FURNEAUX, Rose Blanche—Visited all factories from Grand Bruit to Channel; all licensed, and closed operations at the time specified by law. The fishery has again been poor. In this section are 55 factories, the total pack being 452 cases. The salmon fishery was a little better than last year, and sold fresh from the net for five cents per lb., packed in ice and exported to Canada and the United States via Port-aux-Basques. The codfishery on the coast has been very poor, so much so that many of the fishing craft had to go in the Gulf and Cape Breton Coast, and were poorly remunerated for their dangerous trip, owing a great deal to the scarcity of bait, which was quite unprecedented on this section of the coast.

A. O'REILLY, Supervising Warden, St. George's—I beg to submit my report as Supervisor of Wardens in Bay St. George for the season of 1906.

On receipt of my appointment I visited the streams in my jurisdiction, paying particular attention to the principal ones.

I found the wardens in most cases doing their work fairly well, but there is

room for improvement all around. The best proof of this is that of the seven breaches of the law, only two were reported to me by wardens.

I wish to call the attention of the Department to the condition of the warden service at Little and Grand Codroy Rivers.

At Grand River, where I was investigating a charge against a miller casting sawdust in the stream, I found when I reached the mill, the warden and another man rafting lumber down the stream. There was sawdust all around the raft and along the bed of the stream where they were carrying out the boards to put on the raft. I am not giving the name of this man, as I believe he is capable of giving good service and will be a good warden in future.

Then there is the case of Warden Doucette, who, when asked by me to report on the condition of Delaney's mill refused to do so, and when I was prosecuting Delaney, drove to the court in defendant's carriage with intent to be his witness. I am pleased to have the assurance of the Minister that this man will be dismissed.

There are three wardens on Grand, and three on Little Codroy. It would be better to have two wardens on each stream, paying them not less than \$80.00 each for the season. The Department cannot expect its work done satisfactorily unless the men doing it are fairly paid. I trust the rod tax will be enforced next season, and part of the money so collected go to increase the salaries of the wardens.

The run of salmon was abundant and early at Crabbe's, Robinson's and Fishel's, much more so than last year. Salmon of great size were frequently caught, weighing from 22 to 25 lbs. A 25 lb. salmon is a large, beautiful fish. A large salmon was caught by Mr. Webb, on Flat Bay Brook, in the early part of this season which was unfortunately not weighed, but was estimated up to 40 lbs.

The number of sportsmen coming to fish our rivers is yearly increasing, from my own observation I noted that there were many more this year than last. When we get the rod tax we will be able to have reliable statistics on this point.

The body of water inside the R. R. bridge at Main River is certainly the estuary of the three rivers : St. George's, S.W., and Harry's. Salmon entering this estuary are there for the purpose of ascending one of the streams to spawn. If they are caught up by the nets they are caught before they spawn, and it is only a question of time, I should say five years, when not a salmon will be caught in either of these streams.

The Government is interested in the increase of our valuable food and game fish. Here is a salmon hatchery made by nature, nothing to do except stop the netting inside the bridge.

Two millers were prosecuted by me at Little River for polluting the streams. One, Gale, was fined \$50.00, the other, Delaney, \$20.00 and costs. Two in Stepenville for the same offence were fined. One, Gabrielle, \$25.00, the other, O'Quinn, \$5.00 and costs.

Benoit, of Main River was fined \$10.00 and costs for using an illegally meshed net.

One case, that of J. R. Hayse, Stephenville, for damaging the River Blanche has been postponed, and one, Doyle, of South Branch, was let off on cleaning up his mill and promising to be good in future.

The following particulars of the fishery will be found reliable :—

SALMON.

Fresh, exported	14,269 lbs.
Salt, "	205 brls.

LOBSTERS.

Lobsters, packed	986 cases.
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COD FISH.

Trawls, hook and tine.....	1,850 qtls.
Traps	335 "
Caught by schooners, Labrador.	2,225 "
	4,410

HERRING.

St. George's Harbour	5,900 brls.
Stephenville.....	3,000 "
Sandy Point to Highlands	1,750 "
Stephenville to Cape George	750 "
Caught by schooners at Labrador... ..	3,730 "
	15,130

Besides the fresh salmon given above there was a large quantity exported from Nardini's Crossing and Rattling Brook, but, even allowing for that, there was a great decrease in the quantity exported, due, I believe, to low prices in the foreign markets.

E. L. GOFF, Port Saunders.—In discharge of my duty as fishery warden, I beg to respectfully submit for your consideration, my report of the fisheries within the area of my superintendence, viz : Parsons' Pond to St. Barbe, inclusive, for the year ended December 31st, 1906.

Herring Fishery :—Owing to the prohibition of the use of herring seines, the herring catch is practically nil. Herring were plentiful in and around Port Saunders, in June, and an inconsiderable quantity was taken in nets. Two violations of the law, by seining, occurred here, at this time the prosecutions are pending. Two American schooners came to Port Saunders early in October. After a three weeks quest they left without having secured even partial loads. Herring were plentiful from River of Ponds to Port-au-Choix about the middle of November, but few were captured in nets.

Codfishery :—From Point Riche to Anchor Point an average voyage was landed, but from the first mentioned place to Parsons' Pond, the catch was below the average. Many and various were the reasons assigned for these poor results, but as most of them are merely conjectures they are not worthy of mention.

Salmon Fishery :—Notwithstanding the fact that some of the streams are reported to have been regularly and persistently poached, they show no apparent decrease in productiveness since last year. One person was fined twenty dollars and costs for a breach of the regulations, and the persecution of another offender will follow later. Net fishing was not carried on to any great extent. The sportsmen who fished the well known rivers in this vicinity were amply rewarded, some of them praised in almost extravagant terms the climate, the sport, and the delightful hospitality of the people. It was not an uncommon sight to see, the past season, a wealthy American seated at a bare deal table sharing his salmon with the family of a fisherman who had cooked it for him in Newfoundland fashion. There is good reason to believe that the lure of the salmon pools will bring next year a greater number of sportsmen to this section, where they have every opportunity of pursuing, undisturbed, the pleasure of the "simple life."

Lobster Fishery :—Despite the large number of people prosecuting this fishery, the individual catch equals that of last year, there being no apparent diminution in the size or number of the lobsters. The product of the factories is, in general, much superior to former years, which is attributable mainly to the new regulations requiring each packer to attach to every tin of lobster, packed by him, a numbered label corresponding to the number of his license. It is generally conceded that this innovation tends to promote superior packing, and is a protection to the honest and experienced packer. The bulk of the catch was secured in June and July, the almost unbroken continuance of heavy weather in the early autumn having destroyed the gear and hampered the operations of the fishermen. At the time of my visits all packers, except four, were duly licensed, and their factories were conducted in accordance with the regulations. Section 13 of the "Lobster Fishery Rules" forbids the killing and packing of female lobsters. The words "female lobsters" are misconstrued in all quarters to mean spawning lobsters, *i.e.*, lobsters with the eggs attached. Hence there is no doubt that this rule is violated with impunity. Many New England fishermen take with them in their boats, brushes with which they removed spawn from lobsters. That in this country also the spawn is removed from them is unquestionable; and as to the ordinary observer there is no apparent difference between the male and female lobster, the latter are packed by the hundreds to the great detriment of the fishery. It would require extraordinary vigilance on the part of those entrusted with the supervision of this industry to prevent it. Stop the molestation of female and immature lobsters and the decline of this fishery will cease.

When codtraps were first used on certain parts of this coast, lobsters were deemed a nuisance. Thousands of them became entangled in the bottoms of the traps, and to prevent their doing further damage, boatloads were taken to the shore

and cast high upon the banks to rot. Their extermination by this means were deemed a laudable enterprise. Seventeen years ago, fifty cents per hundred was the price paid to fishermen by the factory proprietors, and at this low figure the former generally made good wages, while the latter reaped a rich harvest. On many occasions the catch was so great the large factories were taxed beyond their capacity, and thousands of lobsters were allowed to die on the wharves. The cannery operatives worked overtime to such an extent that their working powers impaired, by loss of sleep, resulted in hundreds of badly packed tins which were condemned, and afterwards could be seen floating in the surf or strewn along the beaches. The pecuniary loss to the Colony and the commercial world by this needless waste cannot be estimated.

Notwithstanding the diversity of opinion as to the best method of preserving the lobsters, the fishermen form a unit in condemning the use of "hand traps" or "single traps." These traps as the names imply, are not attached to a trawl, are easily moved by even young boys to the probable spawning places in shoal waters, and are often placed around small coves and near rocks under which spawning lobsters are known to be. In remote fishing stations on a sparsely populated coast the users of these traps enjoy ideal conditions for illegal fishing and packing as the warden does not possess the gift of ubiquity. As instruments for capturing female lobsters "hand traps" cannot be excelled. That their use is a menace to the fishery and places the temptation of illegal packing in the way of the fishermen will readily be seen from the fact that by far the greater percentage of the catch taken from "single traps" are female lobsters; hence there is a unanimity of opinion as to the good that would ensue from the prohibition of their use.

Although all canneries within the territory assigned to me, were conducted within the narrow margin of the law's requirements, in some cases the arrangements for packing were not all that could be desired from a sanitary view-point. As this Colony is becoming every year more resorted to by tourists, many of whom are literary men, whose reports would materially affect our markets abroad, it behoves the Government to exercise scrupulous vigilance over the curing and canning of all kinds of fish. The "Jungle" crusade has given birth to a new era in food producing industries, and if we are to keep our export trade and hold our own against the competing products of other countries, Government inspection of preserved fish must follow. To quote a Canadian journal anent this subject: "No better commendation can be printed on a can of food than the simple fact that it has passed Government inspection."

Too much attention cannot be paid to the sanitary condition in canneries and fish curing concerns, and as Newfoundland will always be essentially a fishing country, every effort should be made to develop as rapidly as possible our almost unlimited fishery resources.

MR. THOMAS DOWNEY'S REPORT.

MR. STANLEY HENSHAW, Providence, U.S.A., June 8 to July 3.—18 salmon, 174 lbs.

MRS. STANLEY HENSHAW, Providence, U.S.A., June 8 to July 5.—5 salmon, 55 lbs.

MISS E. NICHOLSON. Providence, U.S.A., June 23 to July 4.—7 salmon, 50 lbs.

CAPTAIN C. M. GRANGER, New York, July 25th to August 10.—5 salmon, 60 lbs.; 47 grilse, 13 trout.

MR. F. F. DOWNWARD, England, June 6th to July 6th.—22 salmon, 234 lbs.; 10 grilse.

COL. WESTON AND FRIEND, Halifax, June 5th to 15th—11 salmon, 10 to 12 lbs.

ARCH. A. A. McISAAC'S REPORT.

COL. STRACHAN AND A. C. MITCHELL, England, June 20th to July 6th—19 salmon, 230 lbs.; 13 grilse.

MAJOR AND MRS. ASHBURTON, England, June 26th July 12th—11 salmon, 105 lbs.; 38 grilse.

R. A. MURRAY, Boston—12 salmon, 173 lbs.; 6 grilse.

R. B. JOB AND FATHER, St. John's—11 grilse, 35 lbs.

CAPTAIN RHODES, London—20 salmon, 178 lbs.; and 16 grilse.

COLONEL WARD, London—21 salmon, 202 lbs.; and 12 grilse.

WILLIAM DUFFIN, Halifax—7 salmon, 93 lbs.; and 5 grilse.

MR. SLADDER, St. John, N.B.—12 salmon, 130 lbs.

MR. TUCKER, St. John, N.B.—14 salmon, 115 lbs.

PETER MOUISE'S REPORT.

REV. J. HERTON, Boston—5 salmon, 52 lbs.

MR. CHARLES WALKER, Boston—5 salmon, 38 lbs.

LORD HOWICK, Canada—2 salmon, 20 lbs.; 28 grilse.

LADY SYBIL GREY, Canada—2 salmon, 27 lbs.; 11 grilse.

COLONEL WARD, England—12 salmon, 114 lbs.

MR. R. MURRAY, Scotland—2 salmon, 16 lbs.; 2 grilse.

CAPTAIN RHODES, England—5 salmon, 39 lbs.

EDWIN WOODS AND PARTY, New York—2 salmon, 37 lbs.; 26 grilse.

REVS. O'DONOVAN AND RUSSEL, Baltimore—1 salmon, 10 lbs.; 12 grilse, 22 trout.

MR. J. F. MUIR, Scotland—4 salmon, 39 lbs.; 34 grilse, 36 trout.

CAMILLE WHITE'S REPORT.

MR. WALKER AND FRIEND—12 salmon, average 8 lbs.

MR. WEBB—16 salmon, average 12 lbs.

S. & F. JONES—6 salmon, average 6 lbs.

SPORTSMAN (name unknown)—10 salmon, average 7 lbs.

GEO. BENOIT—3 salmon, average 7 lbs.

FISHERY PRODUCTS EXPORTED FROM THE COLONY, (INCLUDING LABRADOR,
1905,) DURING TWELVE MONTHS ENDING JUNE 30TH, 1906.

CODFISH, DRY—		
United Kingdom	46,601 qtls.	\$189,270
Canada	148,171	751,079
B. W. Indies.....	68,226	386,843
Gibraltar.....	51,409	236,481
Malta	2,105	12,750
Spain	174,970	803,623
Colombia	1,341	8,028
Costa Rica	1,214	7,217
Italy.....	272,453	1,259,682
United States	19,208	117,025
Greece	66,724	264,458
Brazil.....	301,487	1,848,964
Portugal	304,203	1,847,463
Madeira.....	1,122	6,526
A. W. Indies.....	20,460	123,403
F. W. Indies	40	240
Austria	69	435
Honduras	22	132
Hawaii	200	1,100
	1,481,025 qtls.	\$7,864,719
CODFISH, BONELESS—		
United States		6
“ Canned—United Kingdom.....	474 cases	\$2,516
“ Canada	109	674
“ United States.....	52	269
“ Brazil	6	41
“ B. W. Indies	6	50
	647	3,550
“ FRESH—Canada	8,249 lbs.	\$ 182
“ St. Pierre.....	1,000	46
	9,249	228
“ PICKLED -Canada		\$ 31,702
“ United States.....		7,257
“ A. W. Indies.....		6
“ B. W. Indies		12
		38,977
HADDOCK—		
United Kingdom.....	80 lbs.	\$440
“ Canada.....	262	1,198
“ United States.....	100	500
“ Other Countries	224	996
	666	3,134
Amount forwarded.....		\$7,910,614

Carried forward.....			\$7,910,614
HALTBUT—Canada			\$428
CAPLIN—Various Countries.....			1,513
COD ROES—United Kingdom	515 brls.	\$3,059	
“ Canada	129	1,012	
“ United States	1,706	11,561	
“ France.....	117	976	
	<u>2,467</u>		16,599
EELS—Canada	5 brls.	\$20	
United States	47	442	
Germany	1	3	
	<u>53</u>		465
HERRING, BULK—Canada.....	13,815 brls.	\$19,074	
United States.....	32,590	42,050	
	<u>46,405</u>		61,124
HERRING, FRESH—Canada			12
“ FROZEN—Canada	9,119	\$24,812	
United States.....	23,790	49,665	
	<u>32,909</u>		74,477
HERRING, PICKLED—United Kingdom..	2,390 brls.	\$9,182	
Canada.....	52,586	157,925	
United States.....	8,039	26,180	
B. W. Indies	3,675	14,863	
Colombia	16	64	
A. W. Indies	10	50	
	<u>66,716</u>		208,264
HERRING, SMOKED—Canada.....			328
LING—United Kingdom.....	500 lbs.	\$2,000	
United States	2	8	
B. W. Indies	456	1,774	
Italy	400	2,000	
Spain.....	548	2,364	
	<u>1,906</u>		8,646
LOBSTERS—United Kingdom	11,787 cases	\$141,464	
Canada	5,113	58,917	
United States	200	2,588	
Belgium	1,014	12,371	
Denmark	2,406	29,061	
France	282	3,400	
Holland	1,565	18,800	
Germany	8,958	109,770	
A. W. Indies.....	1	12	
Brazil	2	37	
	<u>31,328</u>		376,490
Carried forward			\$8,658,960

Brought forward.....			\$8,658,960
COD OIL—United Kingdom.....	2,500 tuns	\$187,508	
Canada.....	429	31,300	
United States.....	1,725	126,729	
Various	115	8,815	
	<u>4,769</u>		351,353
OIL, REFINED COD LIVER—United Kingdom	20,461 gals.	\$10,392	
Canada.....	12,739	7,572	
United States.....	25,000	16,016	
Various	1,581	1,015	
	<u>59,781</u>		34,995
OIL, SEAL—United Kingdom	3,197 tuns	\$255,708	
Canada	124	9,475	
United States	91½	6,571	
Various	328½	25,676	
	<u>3,741</u>		287,430
OIL, WHALE—United Kingdom.....	3,525 tuns	\$205,283	
Canada	61	4,009	
United States	193	13,415	
Italy	1	54	
	<u>3,780</u>		222,761
POLLOCK—Canada.....	125 qtls.	.....	500
SALMON, FRESH—Canada	250,908 lbs.	\$17,909	
United States.....	248	22	
	<u>251,156</u>		17,931
SALMON, PRESERVED—United Kingdom	12 cases	\$ 62	
Canada.....	108	543	
United States.....	1	5	
Brazil.....	10	50	
	<u>131</u>		660
SALMON, PICKLED—United Kingdom.....	2,012 brls.	\$43,126	
Canada	1,630	25,433	
United States	228	4,246	
Various	1,004	15,190	
	<u>4,924</u>		88,005
SALMON, SMOKED—Canada .....	.....	\$ 36	
United States.....	.....	13	
	<u>.....</u>		49
Carried forward			<u>\$9,675,643</u>

Brought forward.....			\$9,675,643
SEALS, DRESSED - United Kingdom	3	\$14	
Canada.....	3	13	
United States.....	11	54	
Various	7	60	
	<u>24</u>		141
SEAL SKINS—United States	208,276	\$237,460	
Canada.....	106	105	
United States.....	75,008	76,473	
Germany	10	10	
	<u>283,400</u>		314,048
SOUNDS AND TONGUES—Canada.....			131
SMELTS—Canada		\$1,284	
United States		1,194	
			<u>2,478</u>
STEARINE—United Kingdom.....		\$4,778	
Canada		485	
			<u>5,263</u>
TROUT--United Kingdom.....	97 brls	\$763	
Canada.....	777	4,563	
United States.....	579	3,688	
Various	201	1,497	
	<u>1,654</u>		10,511
TURBOT—Canada.....	92 brls		490
WALRUS SKINS—Canada.....	2	\$ 5	
United States.....	19	95	
	<u>21</u>		100
WHALE SKINS—United Kingdom			150
WHALE BONE—United Kingdom.....	248 tons	\$11,867	
Canada.....	1,188	15,116	
United States.....	1	10	
France	4	150	
	<u>1,441</u>		27,143
do FERTILIZER—			
Canada.....	46 tons	\$ 724	
United States.....	2,630	79,409	
	<u>2,676</u>		80,133
Carried forward.....			<u>\$10,116,231</u>

Brought forward.....			\$10,116,231
WHALE GLUE—United States.....			16
WHALE MEAT—Canada	3 brls	\$ 15	
United States.....	282	1,409	
Various	52	280	
	<u>337</u>	<u>1,704</u>	
			\$10,117,951

LABRADOR SHIPMENTS DIRECT, 1906.

DRIED CODFISH—Italy.....	127,566 qtls.	\$531,178	
Spain	69,206	279,766	
United Kingdom.....	26,989	108,992	
Greece.....	21,002	85,376	
Portugal	3,909	15,636	
Canada	2,215	9,484	
	<u>250,887</u>		\$1,030,432
SALMON.....	Various Countries	840 tierces	16,437
TROUT	do	53 barrels	296
COD OIL	do	28 tuns	1,536
SEAL OIL.....	do	20½ tuns	1,482
SEAL SKINS	do	163 skins	163
HERRING	do	103 barrels	420
DRIED CAPLIN	do	35 barrels	105
FEATHERS.....	do	325 lbs.	65
FURS	do		35,034
SUNDRIES	do		5
			<u>\$1,086,055</u>

COMPARATIVE STATEMENT.

1905	342,219 quintals	\$1,237,329
1906	250,887 “	1,030,432
Decrease for 1906	91,332 “	206,897

VESSELS BUILT DURING THE YEAR, 1906.

NAME OF VESSEL.	WHERE BUILT.	TONS.	BOUNTY PAID.
Renown	Notre Dame Bay.....	91	\$364 00
Selina Jane	Notre Dame Bay.....	21	.....
Ruby	Fortune Bay.....	71	.....
Margaret N	Notre Dame Bay.....	30	.....
Wild Briar.....	Notre Dame Bay.....	30	.....
Lizzie May	Notre Dame Bay.....	33	.....
Van Tromp.....	Fogo.....	24	.....
Prospero.....	Bonavista Bay.....	28	.....
Florence	Trinity Bay.....	22	.....
Maud.....	Trinity Bay.....	60	.....
Laura M. B.....	Notre Dame Bay.....	32	.....
Beatrice	Trinity Bay.....	45	.....
Annie	Trinity Bay.....	16	.....
Oyama	Bonavista Bay.....	23	.....
Lizzie M.....	Fogo District.....	15	.....
Little Gem.....	Trinity Bay.....	27	.....
Nellie M.....	Toad's Cove.....	29	.....
Ariel	Notre Dame Bay.....	79	.....
Sarah M.....	Trinity Bay.....	31	.....
Ontario	Bonavista Bay.....	49	.....
Victoria	Toad's Cove.....	33	.....
Louisa A. W.....	Notre Dame Bay.....	86	344 00
Alma B.....	Trinity Bay.....	30	.....
Britannia	Trinity Bay.....	33	.....
Herald	Trinity Bay.....	27	.....
Irene M.....	Trinity Bay.....	16	.....
Jack Tar.....	Bonavista Bay.....	43	.....
Brilliant Star.....	Bonavista Bay.....	39	.....
Nellie M.....	Bonavista Bay.....	35	.....
Isabella.....	Trinity Bay.....	37	.....
Mary Anne	Ferryland District.....	18	.....
Mary B.....	Trinity Bay.....	25	.....
Barcelona.....	Notre Dame Bay.....	55	.....
Gower S.....	Trinity.....	29	.....
Louie H.....	Fortune Bay.....	23	.....
Centurion	Fortune Bay.....	19	.....
M. E. Matthews.....	Bonavista.....	24	.....
New Trial	Trinity Bay.....	31	.....
W. G. Hudson.....	Fortune Bay.....	40	.....
Exotic.....	Trinity Bay.....	52	208 00
Elizabeth	Trinity Bay.....	32	.....
Lady A.....	Bonavista.....	39	.....
Togo	Trinity.....	39	.....
Oyama	Exploits.....	44	176 00
Goldfinch.....	Notre Dame Bay.....	52	208 00
Jennie Mina	Port Blandford.....	20	.....
Western Lass	Bonavista Bay.....	43	.....
Alice	Trinity.....	22	.....
Jasper	Bonavista.....	35	.....
Annie B.....	Trinity Bay.....	39	.....
Hilda Blanche	Trinity Bay.....	30	.....
Uronick	Trinity Bay.....	31	.....
Flora	Bonavista.....	37	.....
Reliance	Bonavista.....	34	.....
Dreadnought.....	Trinity.....	39	.....
Oriental	Trinity.....	58	.....
F. J. Morris	Trinity.....	39	.....
Miriam	Trinity.....	20	.....
Minnie May	Trinity.....	21	.....
Nellie	St. Barbe.....	21	.....
Myrtle	Fortune Bay.....	23	.....
Forwarded .....	.....	.....	\$1,300.00

NAME OF VESSEL.	WHERE BUILT.	TONS.	BOUNTY PAID.
Forwarded.....			\$1,300 00
Annie M. K.....	Bonavista	45	.....
Bessie H.....	Trinity Bay	23	.....
Landscape	Trinity Bay	31	.....
T. G. W. T.....	St. Barbe.....	18	.....
Minnie	St. Barbe.....	14	.....
Susan M.....	Trinity Bay.....	56	.....
Nelson	Trinity Bay.....	60	.....
Rodney	Trinity Bay.....	29	.....
Raleigh.....	Trinity Bay.....	33	.....
J. S. Munn	Trinity Bay.....	62	.....
Empress	Trinity Bay.....	24	.....
Mayflower	Notre Dame Bay.....	44	176 00
Ruby	Notre Dame Bay.....	25	.....
Gladys C	Notre Dame Bay.....	55	.....
Eva Nellie	Notre Dame Bay.....	23	.....
Six Brothers.....	Fogo District.....	27	.....
Golden Rule.....	Fortune Bay.....	21	.....
Stanley M. Vallis	Fortune Bay.....	41	.....
May.....	Burin District.....	24	.....
Cataline	Bonavista Bay.....	42	.....
Maggie Bell	Trinity	35	.....
Mabel B.....	Bonavista Bay	59	.....
Mabel G.....	Bonavista Bay	42	.....
Alma	Trinity	35	.....
Rose Leen	Trinity	34	.....
Ethel B. Clarke	Notre Dame Bay.....	85	340 00
Fiona.....	Fogo District	42	.....
Ada B. M	Fortune Bay.....	24	.....
A. R. W	Fogo District.....	30	.....
Nellie W.....	Notre Dame Bay.....	57	.....
Rossland.....	Notre Dame Bay.....	32	.....
Player.....	Notre Dame Bay.....	41	164 00
Lucy Rose	Notre Dame Bay.....	18	.....
Reginald F.....	Notre Dame Bay.....	30	.....
Plover	Notre Dame Bay.....	15	.....
Hawk	Trinity Bay.....	23	.....
Little Willie	Notre Dame Bay.....	26	.....
Lucy C	Fortune Bay.....	25	.....
Annie B.....	Notre Dame Bay.....	37	.....
Cuckoo	Notre Dame Bay.....	33	.....
Saint Joseph.....	Placentia Bay.....	29	.....
Sea Lance.....	Fogo District	17	.....
Maryllia	Notre Dame Bay.....	62	.....
Theresa.....	Trinity Bay.....	20	.....
Monneil and Mennie	Fortune Bay.....	44	.....
Alma	Bonavista	24	.....
Trafalgar	Trinity	35	.....
Harold D.....	Trinity	29	.....
Pratincole	Notre Dame Bay.....	64	256 00
Mapleleaf	Notre Dame Bay.....	41	164 00
Mary	Fortune Bay.....	22	.....
Bessie Grace	Notre Dame Bay.....	63	252 00
Annett	Notre Dame Bay.....	38	152 00
Pearl	Trinity Bay.....	50	.....
Lady B.....	Bonavista Bay	35	.....
Duchess	Trinity Bay.....	34	.....
H. J. Yetman.....	Bonavista Bay	48	.....
Violet	Trinity Bay.....	29	.....
Earl W. Best	Placentia Bay.....	30	.....
Violet May	Bonavista Bay.....	53	.....
Carrie T	Bonavista Bay.....	28	.....
Champion	Placentia Bay.....	20	.....
George Wheatley.....	Notre Dame Bay.....	65	260 00
			\$3,064 00

MARINE AND FISHERIES APPOINTMENTS, 1906.

GREEN BAY.

Jackson's Cove to Seal Bay Head (coast).....	Wardens.	.....John Hamilton
Jackson's Cove to Seal Bay Head (river)	do	.. Nicholas Peters
Seal Bay Head to North Head of Fortune Harbor (coast)	do	..... W. Lanning
North Head of Fortune Harbor to Birchy Bay (coast)	do	... F. W. Newman
Moreton's Harbor to Herring Neck including main land, Birchy Cove (coast)	do	.....Thomas Lacey
Exploits River and Bay (coast)	do	.....Abram Lilly
New Bay.....	Incubators.	... Albert Yates
Leading Ticks	do	.....Joseph Martin
Rowsell's Island	do	..... Arch Rowsell
Exploits	do	..... Solomon Snow
Beaver Cove.....	do	..... John Elliott
Easter Harbor, near Cambellton.....	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
Fogo to Round Head	do	.....John Burke
Change Island Tickle.....	Incubators.	.....Geo. Bursey
Change Island, harbor end	do	.....Emanuel Hinds
Island Harbor, Fogo District	do	... John Bennett
Indian Islands.. ..	do	.....Elijah Carnell
Musgrave Harbor	do	.. Robert Burt
Frederickton	do	..... Fred Scott.

BONAVISTA.

Greenspond to Cape Freels	Wardens.	.....Peter House
Greenspond to Happy Adventure	do	..... John Sainsbury
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)	Incubators.	William Moss
Happy Adventure.....	do	W. Brown
Salvage	do	J. and J. Dyke
Salvage	do	John and Ed. Moss
Salvage	do	F. Brown
Jamestown	do	Robert Haines
Jamestown	do	Chris. Haines
Salvage, Barron Harbour.....	do	Edward Oldford
St. Brendan's.....	do	Philip Beresford
Clode Sound	do	H. Pike
Clode Sound	do	J. T. Walker
Clode Sound.....	do	J. Kelly

TRINITY BAY.

North Head of Witless Bay to Tickle Harbour..	Warden.	John Newhook
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HARBOR GRACE.

Harbor 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	George Ross
Placentia Bay—Schooner.. ..	do	William March
Come-by-Chance Streams... ..	do	Joseph Lilly
Come-by-Chance Streams.....	do	Thomas Adams
North Harbour Streams	do	Josiah Pafford
Salmonier, N. E. & 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 River.....	do	W. J. Collins
St. Mary's to Haricot, including Colinet Island	do	Thomas Grace
Peter's River to St. Mary's	do	Thomas Connors
Trepassey	do	Henry Pennel
Barachois Streams, Placentia.....	do	John Burke, courier
Biscay Bay, Trepassey.. ..	do	Richard Hartery

FORTUNE BAY.

Pushthrough, Bay de East.....	Wardens.	John Camp
Hermitage and D'Espoir Bays	do	Mark Way
Pass Island to St. Jacques.....	do	Philip Cluett
Belleoram to Cape Enragee	do	Philip Cluett
Garnish and adjacent streams	do	Ben Brazil
Fortune Head to White Point.....	do	W. P. Lake

Boxey	Incubators.	G. T. Miles
Great Harbour	do	Andrew Harris
Sagona	do	Morgan Bungay
Coomb's Cove	do	Samuel Fiander
Pass Island.. ..	do	William Stickland
Hermitage	do	William Stickland

BURGEO AND LAPOILE.

Ramea	Wardens.	Richard Cheffey
Grand Bruit to Rencontre	do	Philip Dicks
Grand Bruit to Channel	do	R. Ferneaux

Incubators under direction of Wardens.

ST. GEORGE'S TO ST. BARBE.

Grand River : Lower	Wardens.	Thomas Downey
Grand River : Upper	do	Arch A. A. McIsaac
Grand River : N. and S. Branches.. . . .	do	Peter Muire
Little River : Lower.....	do	G. Knowling
Little River : Middle	do	W. Doucette
Little River : Upper	do	John McIsaac
Highland River	do	Ml. Jos. Gillis
Highland River to Flat Bay	do	Thomas Gale
Crabbs and River Brook.....	do	W. Harvey
Middle Barachois, Robinson's Head.....	do	Geo. Shears, sr
Fishels	do	Emanuel 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
Cape St. George to Bottom East Bay.....	do	E. Noseworthy
Shoal Point, East Bay to Shag Island.....	do	Martin Cashin
Bay of Islands to Cape Gregory	do	T. M. Costello
Humber River : Lower.....	do	Brake and Power
Humber River : Upper	do	Geo. Nichol
Bonne Bay, Main Arm and East River.. . . .	do	W. H. Stomford
Bonne Bay, Norris' Point	do	Duncan Laing
Bonne Bay to Port Saunders	do	Constable Anthony
Port Saunders	do	Bryan Eastman
Port Saunders to St. Barbe	do	E. L. Goff
Blanc Sablon	do	Thomas O'Brien
Labrador.....	do	William Green
Labrador	do	G. Leithbridge
White Bay.....	do	Albert Rice

APPENDIX.

DEPARTMENT OF MARINE AND FISHERIES,
ST. JOHN'S, NEWFOUNDLAND,
DECEMBER 28, 1906.

SIR,—

As instructed by His Excellency the Governor in Council I proceeded to Great Britain to examine into and obtain information respecting the improvement of the cure of herring, and to make arrangements to test the possibilities of catching herring in Newfoundland waters by the method known as "drift net fishing in the open sea."

I left St. John's by the S.S. *Siberian* on the 3rd of October, arrived at Greenock on the 11th, and Glasgow on the following day. I at once proceeded to London, where I stayed a few hours, thence to Yarmouth, on the East Coast of England.

Here I had an opportunity of seeing the most important and extensive herring fishery in England in full swing. A very large proportion of all the herring drifters of Great Britain were fishing at Yarmouth and Lowestoft, the two places being only eleven miles apart. Yarmouth Harbour is about two and a half miles long and two hundred yards broad. The first Sunday I was there every available space was taken up by drifters. About one thousand steamers and sailing craft, engaged in herring fishing, lay in the harbour. The Scotch boats do not fish on Sunday, hence the reason that so many craft were there at one time.

On Monday some of the English boats brought in good catches. One steamer had one hundred and eighty crans, which sold for 32 shillings and 6 pence a cran, or nearly £300 for two nights fishing.

The fish are measured in quarter cran baskets, and landed all along the quay, and emptied into half cran baskets which are provided by the fish salesmen. Each vessel's catch is kept separate and a sale called as soon as the fish are all landed, which are then sold to the highest bidder. The prices ruling whilst I was there were from 26 to 36 shillings per cran for fresh, the average being 28 shillings and 6 pence, overdays 23 to 36 shillings. All the boats take a quantity of salt, and if they do not return to port within twenty-four hours the fish is sprinkled with salt and called "overdays," and is mostly used for smoking.

When the herrings are purchased by the curers they are carted in baskets to the curing yards, emptied into bins and sprinkled with salt. The gibbing is done by women. The herring is picked up with the left hand with the head outermost, the knife deftly inserted in the throat and the gill and small gut taken out. The herrings are assorted and each thrown into the proper basket. All the herrings that I saw in Yarmouth and Lowestoft had the milt and roe well matured as "full mat-ties." The herring are next taken to the rousing tubs, well roused in salt and packed in barrels in tiers, pressed as close as possible to the side of the barrels,

each tier being sprinkled with salt. Care is taken to give the proper quantity of salt.

The fish must remain in seastick (same pickle) for nine or ten days, when the pickle is drawn off from the bung, and the barrel filled with herring of the same day's cure; the head is put in and the barrel filled with the same pickle. When the fish is properly cured there is no salt to be seen either on the top or bottom of the barrel when opened.

The barrels are made of spruce or fir, the staves principally imported from Sweden, with three or four wooden hoops on each quarter, and one iron hoop two inches wide on each end. The iron hoop is taken off and the head or bottom taken out without starting the quarter hoops, or losing any of the pickle. The hoops are all notched, and not fastened together with pegs and yarns. Not more than one per cent. of the barrels is found to be leaky when the fish is put into them.

A considerable quantity of the fish is sprinkled with salt, put into packages with layers of ice until the package is full. Then three or four inches of ice is heaped on the package, a piece of brin fastened over, and in this way some are sent by rail to different parts of the United Kingdom, but chiefly to the Continent by steamers, six or seven thousand packages at a time. A large quantity is also cured as bloaters, and kippers, which go into consumption in the home markets.

Overdays herring are cured by steeping in pickle and smoked, packed in barrels, sent to Italy, Spain and Greece, and will keep good for a year or more.

One can scarcely realize the magnitude of this fishery. One day while I was there the boats landed 21,000 crans, which sold at an average price of 28 shillings and 6 pence per cran, nearly \$150,000 in one day, a very large proportion of which was cured by salting in barrels for export. These same herring, I am quite sure, could not be sold as they were landed for more than five shillings per barrel anywhere in Newfoundland, with the present methods of curing.

The Yarmouth herrings are small, about one thousand would fill a barrel, which holds 26 2-3 Imperial gollons. In size they are similar to what is known in Newfoundland as small shore herring. I could not discover any difference in the appearance or flavour of our Newfoundland shore herring. They appear plump as they are nearly all full of milt, and roe. It may be that the Newfoundland herrings are not quite so hardy, and with the same knocking about the scales may come off more quickly than the Yarmouth herrings.

The Yarmouth and Lowestoft fishing commences in the early part of October, and continues until December. More than half the number of vessels engaged are sailing boats. The Scotch boats are principally of the zula type, from forty to sixty tons, with sharp stern, without any rail or bulwarks, the gunwale about nine inches above the deck, rigged with large sail and spanker. The foremast of the larger boats is twenty inches in the deck, sixty feet long, without backstays, and is lowered down when the nets are set. There is a slot in the deck, and the heel

of the mast slides forward in the step, and the spar is easily lowered or put in place when required to set sail. The English drifters are principally smack rigged with large foresail, jibs and spanker. The mast is lowered down and rests in a crutch when fishing. It is rigged with backstays, which are easily set up by a tackle to each stay.

These sailing craft are fastly being replaced by steam drifters. I could not hear of one new sailing drifter being built in either England or Scotland, but a number of steel steam drifters had been ordered. In fact all the builders that have made that class of vessel a specialty had orders to build as many as could be got ready for the beginning of next season's fishery, and at advanced prices.

As steamers increase, the catch by the sailing craft becomes more and more uncertain. Moderate weather and head winds give the steamers the advantage, as they often go 70 or 80 miles from port to fish. Overdays fish often bring a much lower price than the fish which is placed on the market in less than twenty-four hours after being taken out of the water. Yet, many of the fishermen say that if there were no steamers the sailing boats would bring in the fish all the same, with greater profit to the fishermen.

I notice by the "Fish Trades Gazette" of the 22nd December, that the quantity of herring landed at Yarmouth and Lowestoft the past season, say from October to December, should be between 60,000 and 70,000 crans, at an average price of thirty shillings per cran, which gives the handsome earnings of £900,000 sterling, or nearly four and a half million dollars, among the fishermen. But many curers told me that the prices paid were above the value, and that very few of the curers at Yarmouth or Lowestoft would come out without loss.

I spent ten days at Yarmouth and Lewestoft, and daily saw the landing and curing. I visited the sailing boats and steamers, and conversed with the fishermen about the method of drift net fishing in all its different branches, but it would be impossible to give all the details in this report. A short description, however, of some of the methods may not be out of place.

A sailing boat carries about fifty nets, the mesh thirty-four rows to the yard, or what is known here as 2 1-8 inch mesh. They are about 18 fathoms long and 6 fathoms deep. There is a small round cork on the head rope, about one foot apart. The whole fifty nets are fastened together by the head and foot ropes, and the ends of the nets stopped together in places about one fathom apart. A small rope, 2½ fathoms long, with a canvas or skin buoy (in England a small keg is also used) is fastened where the nets are joined together. The nets sink under water until brought up by these buoys. There is what is known as a "bush-rope" which reaches the whole length of the nets. A rope fastened to the foot of the nets where they are joined together, about 3 fathoms long, is fastened to the bush-rope. The bush-rope is three and a half inch manilla, tarred. The boats hang on to the nets by this rope, with the mast lowered, and when the wind is blowing hard a large canvas bag is put over as a drag to prevent too much strain on the nets

Each sailing boat is provided with a small steam capstan, so that one man can haul in the rope with the nets, while the rest of the crew haul the nets over the side on a roller, and shake the herrings out of the nets into the held.

Steamers use about eighty nets in the same manner; the propeller is kept moving when the wind is strong, to ease the nets. I saw the building yard at North Shields, where many trawlers and drifters are being built. The ordinary steam drifter is about eighty feet long, eighteen feet beam, eight feet three inches deep; gross tonnage 80, net 23; speed, nine knots; coal consumption six to seven tons per week fishing, running full speed, three and a half tons a day; cost three thousand three hundred pounds.

The main hatch is large to facilitate the shaking of herring out of the nets as they are hauled across the hatchway. A bulkhead forward of the engine-room is fitted with material that prevents the heat getting into the hold, which is built up with pounds, to keep overdays herring separate from the others.

A vessel of about two hundred and fifty tons was being built there for a French firm, to be engaged in prosecuting the beam trawl fishery, on the Banks of Newfoundland, next season, and to try drift net fishing for herring.

I visited the Smith's Dock Trust Company that owns a very extensive premises at Yarmouth, and owns and runs thirty-two steam drifters. The able Manager, Mr. Broomfield, was very obliging to be and took a great deal of trouble to obtain for me all the information that it was possible to get, both of the English and Scotch herring fishery. It was this Company that was in communication with the Government previous to my leaving Newfoundland, and had at one time offered to charter and equip a steam drifter to proceed to Newfoundland to engage in the drift net fishery.

I was informed when I landed in Glasgow that their offer was still open, but after a meeting held by their Board of Directors, I was told that they had decided they could not spare one of their drifters, as the business had become so profitable. In any case the amount of subsidy that they would require would be away in excess of the amount mentioned in the former correspondence.

I visited Scotland. The herring fishery was not in operation at the time of my visit. The past season had, however, been most successful on the East Coast and Shetland. Up to the 8th September the catch was 1,200,387 crans, valued in round figures at £1,350,000. This amount was paid to the fishermen for green fish. Whilst the Continental markets were good and a keen demand and good prices for cured herring existed, yet the demand and prices for cured herring had not kept pace with the demand and prices paid for green fish. The results have been that few of the merchant curers have made any money. It will be seen that what the curers lost on the high prices paid for green fish, the fishermen gained.

At Fraserburg the average catch per boat is estimated at 570 crans, and the

average earnings, per crew, £634, whilst the hired men or sharmen, whose engagements do not exceed ten weeks, average £55 each.

At Peter Head the sailing boats earned from £300 to £800, and steam drifters mostly from £1200 to £1700, while a few exceeded £2,000. At other places drifters which had been going from port to port as it suited them, had an average of £2,000 each, since the middle of May.

Complete returns of the herring fishery for 1906 were not to be obtained, but from the Report of the Fisheries Board for Scotland, for 1905, I take the following:—

Herrings cured in yards on shore, 2,030,266 barrels; on board ships and vessels at sea, 81,345 barrels. The herrings cured on shore were preserved in various ways; 1,832,386 barrels being gutted and pickled, 5,395 barrels pickled ungutted, equivalent of 150,377 barrels were kippered and packed in boxes, 27,540 put up in tins, and 14,858 cured as reds or bloaters.

I went to the Fish market at Aberdeen. About two hundred tons of fresh fish were landed and offered for sale that morning. At times three to four hundred tons are landed and sold in one day. Many of the trawlers go long distances, and some of the fish had been nine days packed in ice in the hold of the steamer, and was landed in a perfectly fresh and sound condition.

The largest cod, which would take about twenty to make a quintal of Newfoundland dry cured fish, sold for five shillings each, turbot ten shillings a stone; plaice in eight stone boxes fifty to fifty-five shillings per box; lemon sole seventy to seventy-eight shillings per box. These are similar to flat fish found in Newfoundland waters.

A large portion of this fish had been long enough out of the water, with modern methods, to be taken across the Atlantic, and were in good condition by being packed with ice, without cold storage.

I examined into the method of curing cod and haddock by smoking, which is done on a large scale at Aberdeen. The comparatively new industry of cod smoking or filleting is making rapid progress, the figures for 1905 being 134,353 cwts. In 1896, the quantity so treated was 5,090 cwts. Aberdeen District contributes practically the whole of the fish dealt with in this manner.

The value of cured fish, other than herrings, for 1905 was over three-quarters of a million pounds sterling; smoked fish being responsible for a total of £665,152; dried fish for £125,388.

From observation and information obtained I am of opinion that there is a good prospect of carrying on a drift net fishery successfully in this country. The

greatest care should be taken to prevent imperfectly cured fish, or leaky barrels, being sent to any of the markets.

Whilst a large portion of the Scotch herring does not receive the Government brand, a number of the curers use their own trade marks, which have been established in the Continental markets and which insures a ready sale. New and unknown curers to take advantage of the market must resort to the Government brand. The purchasers are very conservative, and will always give preference to a known trade mark or the Government brand.

The development of such a fishery will necessarily be slow, as hitherto Newfoundland herrings have not found great favour in the markets of the world ; not, I believe, from any fault in the fish when caught, but from want of proper care and knowledge of curing and properly marketing. In Scotland even spent herring, which is a very inferior kind of fish, brings a much better price than our best herrings with our present methods of cure ; and if curers are to be brought here to give object lessons to our people they should not only be curers of the best repute, but should also have a good knowledge of the Continental markets, and also of the markets of the United States.

There are two methods which may be used to test the possibilities of drift net fishing in Newfoundland waters : One would be to charter one or more steam drifters fully equipped with nets and gear, part of the crew to be experienced Scotch fishermen, with not less than four Newfoundland fishermen in each steamer ; the owner or charterer to provide sufficient experienced curers, suitable barrels and salt to cure and market the catch.

I found it very difficult to charter a steam drifter and crew to re engage in drift net fishing in Newfoundland combined with a scheme for curing and marketing. A subsidy of not less than £3,000 would be required to obtain a steamer to come out and carry on a fishery for one season of about five months. Even with such an inducement the best fishermen could not be engaged.

The other would be to subsidize experienced curers from Great Britain to employ two or more sailing drifters to experiment in Newfoundland waters, for say three years, to provide not less than four men and nine women—experienced Scotch curers ; the master and one other man in each boat to be experienced Scotch fishermen, the balance of the crew to be Newfoundland fishermen ; to provide necessary barrels and salt ; to cure and market the total catch of the drifters. This method would cost less than by steamers and would be more effectual, as it would extend over three years instead of one, and could be taken up by any fishermen who owned a suitable craft.

It is only within the last six or seven years that steam drifters have come into use in Great Britain. Previous to that time the fishery was carried on by sailing craft. Steamers are found to be more suitable to go long distances. New fishing

grounds are being found from year to year on the other side, hence the principal reason that steamers are taking the place of sailing craft.

The herring would likely be found in our waters not more than fifteen or twenty miles from land, so that there would not be the same necessity for steamers in the Newfoundland fishery at least for many years to come.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) ELI DAWE,

Minister of Marine and Fisheries.

Right Hon. Sir. Robert Bond,
P.C., K.C.M.G.,
Colonial Secretary.

REPORT OF THE FISHERIES PROTECTION SERVICE OF NEWFOUNDLAND FOR THE YEAR 1906, BY JOSEPH O'REILLY, COMMISSIONER OF FISHERIES, S.S. "FIONA."

HON. ELI DAWE,

Minister of Marine and Fisheries.

SIR,—

I have the honour to report on the work of the Fisheries Protection Service under my charge during the past season, as follows:—

The vessels engaged in the service were:—

NAME.	DATE OF COMMISSION.	DATE OF PAYING OFF.
Boat <i>Star of the Sea</i>		
Yacht <i>Vigil</i>	June 10, 1906.	July 10, 1906.
S.S. " <i>Fiona</i> ".....	March 29, 1906.	Still in Com.
S.S. " <i>Neptune</i> ".....		

The boat *Star of the Sea* was in charge of Constable William March, and cruised during the herring baiting season around the inner harbours and arms of Placentia Bay, and gave special attention to the supervision of the lobster fishery, and saw that the factories and surroundings were kept clean and that no immature fish were taken for canning purposes. When caplin baiting season came around, this boat was moved out more to the headlands, and cruised from Burin to Paradise, making

Jean de Bay her principal anchoring place, and attended to some fifty Canadian and local vessels taking caplin in the neighbourhood. An account of her work will be found in this appendix.

The yacht *Vigil* was in charge of John Camp, Sub-Collector, H.M. Customs, and was not put in commission until June, or during the caplin school, and cruised from Grand Bank to Point May, making Dantzic Cove her principal anchoring place.

The S.S. *Neptune* was under the command of Captain Bonia, and cruised North and South along the coast. (See his report for an account of her work.)

The Act excluding United States Fishing Vessels, passed 15th June, 1905, was strictly enforced. No violations of the law were reported. Several American fishing vessels called at our ports west of Ramea and enjoyed unmolested their rights of fishing under the Convention of 1818.

On the 29th March complaints had reached the Department of Marine and Fisheries from the fishermen of Channel and Rose Blanche that the Fishery Regulations, as to the prohibiting the setting of trawls on the fishing ground between Cape LaHune and Cape Ray, were being violated.

We left St. John's in the *Fiona* on the 29th March, and arrived at Channel on the 31st. We found that many violations of the Fishery Regulations had taken place, not only as to the setting of trawls inside the prescribed limits, but the throwing overboard on the fishing ground fish offal, heads and bones.

Complaint was made against the following persons, and summonses were issued for their appearance before Magistrate Small, of Burgeo, who was specially commissioned for the purpose. Convictions were had, and fines imposed, as shown in the schedule of prosecution forwarded.

We cruised from Cape Ray to Cape LaHune during all the time that the large fleet of Gloucester and local fishing vessels remained in shore in that locality. When the ice cleared out of the gulf and permitted the fleet to go north they did so, and did not return to those fishing grounds again for the season.

After the ice clearing in the gulf we went North with the fleet to Bay of Islands, where the greater number of vessels were seeking herring bait.

On the 26th day of April we arrived at Bay of Islands and tried to get up the Humber. We did not succeed as the Arm was filled with ice, and was almost like winter conditions.

HERRING BAIT.

Herring were very scarce in Fortune Bay in the early spring, but were fairly plentiful in Connaigre Bay, where a fair supply for bait purposes was obtained, especially so about the end of May or June. There was also a fair supply of small herring in Placentia Bay, and as the season advanced they were more easily

obtained. The herring seems to have temporarily forsaken this Bay, which was known in former years as "the home of the herring." The supply of herring bait in the spring seems to be getting scarcer every year, many of the fishermen think it is only temporary. The Regulation prohibiting the use of seines in the spring for taking herring except for bait purposes is working well, as it gives the fish a chance to come into shallow water to spawn. The fishermen the past two years report large quantities of small herring in Placentia, Fortune and Connaigre Bays, and as time went on have noticed the difference in their size.

On the 28th May we were ordered to St. George's Bay, and there we took the Minister of Marine and Fisheries on board for the purpose of visiting some of the French rooms along the coast, and disposing of the property remaining. Mr. Mair, our fishery expert, also accompanied Mr. Dawe, and made special enquiry *re* fishery matters, particularly as to the movements of the herring along this part of the coast. The spring herring fishery was then on at St. George's and he had an opportunity of seeing the work for himself. On May 31st we again took up our regular work on the South Coast.

CAPLIN.

There was an abundant supply of caplin all along our coast. They struck in fairly plentiful in Fortune Bay about the 18th June and continued so all the season. Caplin were some days later in striking Miquelon, but when they did strike they were abundant. There were several Gloucester fishing vessels called at St. Pierre and Miquelon and obtained supplies of caplin bait. The past few years the St. Pierre authorities are carrying out a sort of protection service around the coast of Miquelon, Langlade, at St. Pierre. The usual number of Canadian bank fishing vessels came to our coast, and some one hundred and twenty of them took bait licenses and obtained two or three caplin baitings from our people. There was also a large number of them on our coast seeking squid bait,

SQUID.

These bait fishes were peculiar in thier movements this season. They seemed to have abandoned the outside coves and places where they were usually found, but were plentiful in the heads of the arms and bays along the South Coast. Squid were very scarce about Burgeo, where a large number of Gloucester and Canadian vessels remained for a month or more, at a time, seeking them. Many of those vessels abandoned the fishery in September, as no squid could be had.

The protection Service this season, up to the end of caplin baiting season, was a complete success. There was no violation of the law up to the 3rd of July.

On the 3rd of July we went to St. John's, as we were not needed then along the coast. We refitted, and were at once ordered to proceed to Anse Eclair, to make enquiries into matters in connection with the Gloucester schooner *Essex*, Captain Van Amburg, for a violation of our Fishery Regulations, attempting to haul bait on a Sunday. We were also instructed to call at Bay of Islands, and take His Excellency Governor MacGregor and party on board, and land them at Blanc Sablon. This we did and got back to Bay of Islands on the 18th July, where we landed His Excellency and party. We left there at once, and arrived at Burgeo on the 20th July.

While at this place report was going about of destruction of salmon at Little River. We visited this place and made special enquiry into the matter. On the 21st July we went up the river and to the camping ground of Mr. Muir and party who had been fishing there a few days before. As I have already made a special report on my investigation, it is not necessary to refer to it now, more than to point out that some limit should be put to the number of grilse and salmon that sportsmen should be allowed to take. Mr. Muir himself admitted to me that he caught with his own rod two hundred and fifty grilse and salmon at Little River. If the number of salmon for a sportsman was limited to three salmon, from seven pounds up, and eight or ten grilse, under seven pounds or some such number, I think it would satisfy most sportsmen for a day's salmon fishing. 1

We arrived at St. John's on the 28th day of July, as the ship was required to take the Supreme Court on circuit around the coast.

We left St. John's again on the 8th August for Bay of Islands, calling at several places along the Coast on fishery service.

When the ship arrived at Bay of Islands, the Supreme Court on the Southern circuit came on board. I went on shore at Bay of Islands and did not join the ship again until she came to St. George's. From St. George's we went down the coast as far as Cape LaHune on fishery service, returning again to Burgeo, where I left the vessel. Captain English was directed to call at St. George's and take Chief Justice Horwood and suite on board and convey them along the coast, finishing the circuit at Placentia about the end of August.

On Saturday, 1st day of September, we left St. John's in the *Fiona* bound for Cape Rouge to make an enquiry into a complaint made by Paul Revert, master of the barque *President*, of St. Malo, France, against Albert Russell, for malicious injury to the Frenchman's trawls. A special report was made of the case to the Minister of Justice.

On return to St. John's the *Fiona* was taken off the fishery service, and was engaged taking the Northern circuit around. On Saturday, 22nd September, I was directed to proceed to Placentia and take charge of the S.S. *Neptune* during Captain Bonia's absence, through a death in his family. I joined the *Neptune* on Saturday evening, taking Tidewaiter Collins with me, and left that night for the westward. On Sunday we seized four boats. The Masters were charged before the Stipendiary Magistrate at Burin, and the sentences given in the attached lists were recorded.

On September 27th the S.S. *Fiona* arrived at Placentia, I went on board and we proceeded west on fishery service. On Sunday, 30th September, we seized three boats, making a total of seven altogether, for violations of the Bait Act.

On the 11th October the *Fiona* was ordered to Bay of Islands in connection with the herring fishery.

List of persons convicted for violations of the Fishery Laws during the past season :—

Date.	Name and Occupation.	Residence.	Nature of Offence.	How disposed of. Amt. fine imposed.
April 2nd.....	Charles W. Ansty, Master, "Harry Lewis."	Garnish.	Violation Fishery Rules. Using bultows on the fishing ground at Channel, inside limit.	\$30.00 and costs.
" 2nd.....	Charles W. Ansty.	Garnish.	Violation Fishery Rules. Throwing heads and fish offal overboard on the fishing grounds.	Case dismissed, not on fishing gr'nd
" 3rd.....	Thomas Ford, fisherman.	Channel.	Violation Fishery Rules. Using bultows on the fishing ground inside the limit.	\$1.00 and costs.
" 4th.....	William Blackem.	Channel.	Same offence.	\$1.00 and costs.
" 5th.....	Clayton Morrissey, Master, "Elector."	Gloucester.	Violation Fishery Regulations. Using bultows inside the three mile limit.	\$20.00 and costs.
" 5th.....	Fred. Morrissey, Master, "A. E. Whyland."	Gloucester.	Violation Fishery Rules. Throwing offal overboard on the fishing grounds.	\$20.00 and costs.
" 5th.....	Fred. Morrissey, Master, "A. E. Whyland."	Gloucester.	Violation Fishery Rules. Throwing fish offal overboard on the fishing grounds.	\$20.00 and costs.
" 2nd.....	Randel Fudge.	Belleoram.	Violation Fishery Rules. Using bultows on fishing grounds between Cape LaHune and Cape Ray inside the limit.	\$30.00 and costs.
" 6th.....	George Kearley.	Belleoram,	Violation Fishery Rules. Using bultows on the fishing ground between Cape LaHune and Cape Ray.	\$30.00 and costs.
Sept. 4th.....	Albert Russell.	Bay Roberts.	Malicious injury to the bultowns and fishing gear of Paul Revert, of the barque "President," St. Malo, France.	\$1.00 and costs.
" 4th.....	Thomas Kearley, fisherman	Bay Roberts.	Same offence.	Case dismissed.
" 4th.....	Wm. Kearley, fisherman.	Bay Roberts.	Same offence.	Case dismissed.
" 24th.....	James Keeping, Master "Wolf,"	Boat Harbor	Violation of Bait Act. Exporting to St. Pierre without license 10,000 squid.	\$160 or three months imprisonment. Fine paid.

Date.	Name and Occupation.	Residence.	Nature of Offence.	How disposed of. Amt. fine imposed.
Sept. 24th...	James Lockyer, boat "Sarah."	Boat Harbor	Violation of Bait Act. Ex- porting to St. Pierre with- out license 7,000 squid.	\$80 or thirty days im- prisonment.
" 24th...	John Smith.	Boat Harbor	Same offence.	do
" 24th...	Charles Smith.	Boat Harbor	Same offence.	\$80 or thirty days im- prisonment
" 24th...	Thomas Brown.	Boat Harbor	Same offence.	Dismissed.
" 24th...	Albert Mutrey.	Boat Harbor	Same offence.	Dismissed.
" 26th...	William Bailey.	Boat Harbor	Violation of Bait Act. Ex- porting to St. Pierre with- out license 10,000 squid.	\$80 or thirty days im- prisonment
" 26th...	J. T. Emberley.	Fortune Bay	Violation of Bait Act. Ex- porting to St. Pierre with- out license 10,000 squid.	\$80 or thirty days im- prisonment
" 26th...	John Pendergast.	Barren Is.	Violation of Bait Act. Hav- ing in his possession for ex- port without a license 15,- 000 squid.	\$80 or thirty days im- prisonment
Dec. 5th...	William Brake.	Sydney, Gloucester.	Larceny of one fleet of her- ring nets and gear, value \$60, the property of Jos. Dunford.	\$75 or im- prisonment 3 months.
" 5th...	George Tobin, schooner "Colonial."	Sydney, Gloucester.	do	do
" 5th...	Joseph Querk, schooner "Colonial."	Sydney, Gloucester.	do	do
" 5th...	Colin Walsh, schooner "Colonial."	Sydney, Gloucester.	do	do

Schedule showing the number of United States Fishing Vessels that have arrived at Bay of Islands seeking herring cargoes for the season of 1906.

Name of Vessel.	Tons.	Men.	Boats.	Nets.	Port of Registry.
Parthia.....	77	35	9	30	Gloucester.
Tattler.....	135	40	9	54	"
Patrician.....	92	38	10	65	"
H. M. Stanley.....	83	27	9	45	"
A. M. Nicholson.....	100	29	11	50	"
Ralph L. Hall.....	84	38	12	55	"
Dauntless.....	77	20	10	50	"
Maxine Elliott.....	72	50	10	50	"
Judique.....	89	38	15	75	"
Independence.....	109	32	12	48	"
Corsair.....	87	28	10	40	"
Colonial.....	79	26	9	40	"
Harry Nickerson.....	83	36	10	50	"
Essex.....	84	37	9	50	"
Lean and Maud.....	75	40	12	60	"
Veda McKeown.....	89	40	12	60	"
Georgie Campbell.....	96	40	11	60	"
Ralph H. Hodgdon.....	69	10	6	18	Eastport.
Constellation.....	94	33	9	45	Gloucester.
Richard Wainwright.....	94	33	8	45	"
Esperanto.....	100	33	8	45	"
Avalon.....	88	33	8	45	"
Saladin.....	89	32	11	55	"
Precilla Smith.....	89	37	8	40	"
Gossip.....	88	37	8	40	"
Sceptre.....	90	37	8	40	"
Lucinda J. Lowell.....	70	37	8	40	"
Vigilant.....	60	10	1	...	"
Norma.....	77	22	8	35	"
Titania.....	77	31	11	55	"
Arkona.....	97	30	10	50	"
Normahal.....	87	30	7	42	"
Corona.....	82	19	5	20	"
Maxine Elliott.....	72	10	1	0	"
Ingomar.....	100	29	10	40	"
Smuggler.....	91	9	0	0	"
Arcadia.....	90	25	8	40	"
Senator Gardner.....	90	9	0	0	"
Dora A. Lawson.....	98	9	0	0	"
Talisman.....	98	9	0	0	"
Oregon.....	79	28	9	38	"
Annie M. Parker.....	84	29	9	38	"
Valkyrie.....	104	30	10	40	"
Arabia.....	80	20	8	40	"
Lewis H. Giles.....	80	23	10	40	"
M. B. Stetson.....	94	17	8	36	Bucksport.
Elizabeth N.....	102	26	9	40	"
Lottie G. Merchant.....	79	9	1	0	Gloucester.
Madona.....	79	14	7	28	"
Helen F. Whitten.....	94	9	1	0	"
Bohemia.....	89	9	1	0	"
Ingomar.....	100	9	1	0	"
Sarah C. Wharf.....	26	4	1	0	Boston.
Aloha.....	100	20	8	60	Gloucester.
T. M. Nicholson.....	90	25	8	60	Bucksport.
Athlete.....	90	9	1	...	Gloucester.
J. J. Flaherty.....	104	9	2	...	"
Maggie and May.....	88	8	1	...	"
Alice R. Lawson.....	86	9	1	...	"

Name of Vessel.	Tons.	Men.	Boats.	Nets.	Port of Registry.
Jennie B. Hodgdon	79	8	2	...	Gloucester.
Margaret	79	8	1	...	"
Oregon	79	8	1	...	"
Blanche	78	8	1	...	"
Smuggler	78	8	1	...	"
Arcadia	90	8	1	...	"
	5,632	1,493	418	1,995	.....

Schedule showing the number of Canadian Vessels that have arrived at Bay of Islands seeking cargoes for the season of 1906.

Name of Vessel.	Tons.	Men.	Boats.	Nets.	Port of Registry.
Laura C. Zwicker	85	20	8	32	Lunenburg.
Mary A. Duff.....	90	24	8	32	"
Speculator.....	90	53	15	60	"
Flora F. Madder.....	99	45	15	60	"
Defender	98	38	10	40	"
Colonial	98	67	20	100	"
Mary E. Squartz.....	98	50	17	85	"
Roanoke	99	45	16	67	"
Loyal	99	33	16	80	"
Glenwood	98	29	8	40	"
Alma Nelson ..	99	53	15	60	"
Yukon	99	53	15	60	"
Eva June.....	99	8	.....	.....	"
Palatial	99	7	.....	.....	"
Lila B. Hurtle.....	99	7	.....	.....	"
Havana	99	7	.....	.....	"
Mary W. S	87	25	8	40	"
Beatrice S. Mack.....	99	8	.....	.....	"
Mariner	99	8	.....	.....	"
Ethel	99	8	.....	.....	"
Maderia	99	7	.....	.....	"
Muriel M. Young.....	99	8	.....	.....	"
Helen Vair.....	99	18	8	32	Liverpool.
J. K. Manning	200	18	5	40	United States.
Peerless	95	7	1	.....	Lunenburg.
Coronation	98	9	1	.....	"
Mary W. S	87	5	1	.....	"
Mariner	99	7	1	.....	"
	2,917	677	188	828	

WINTER HERRING FISHERY.

In October the S. S. *Fiona* was ordered to proceed to Bay of Islands in connection with the herring fishery then about to begin. On our arrival at Bay of Islands, on the 14th October, we found the United States steamer *Potomac* and some seven American fishing vessels had arrived, and that the fish were just beginning to school in around Wood's Island. There was considerable hesitation on the part of our fishermen before they would engage to go on board American vessels to fish. The advertisement from the Atlantic Fish Co., operating at Benoit's Cove, Bay of Islands, stating that they were prepared to handle all the fish that they could get to purchase, induced our fishermen in this course, and they did not in the early season engage in large numbers with the Americans. Up to within a few days of the end of the season there was sale for all the herring that was caught. The accident to the Atlantic Fish Co's. steamer interfered considerably with their work and caused them to cancel the charter of a number of vessels which were on their way to Bay of Islands. The large number of local fishermen that went on board the American fishing vessels in December, interfered considerable with the catch and quantities purchased by British vessels. The prices realized by the fishermen who shipped outside the three mile limit and formed a part of the crew of American fishing vessels was the smallest, and the remuneration for their labour when compared with that which was realized by the fishermen of St. George's who do not sell any herring from their nets (they cure and pack them and either take them to market themselves or send them on freight). The great difference in the remuneration to our fishermen will be seen by the following figures :—

10,238 brls. of herring taken to market in thirteen	
local craft realized	\$46,208.00
6,000 shipped on freight brought another.....	24,000.00
	<hr/>
	<u>\$70,208.00</u>

Making 16,238 brls. shipped direct to market, whereas 452,000 caught for Americans and sold to American agents realized only \$81,943.00.

The value of the catch to the Gloucester people would be as follows :—65 American vessels took 47,957 brls. bulk herring, all cleared for Gloucester and sold there for \$4.50 and \$4.75 per barrel.

Value.....	\$215,806.00
4,132 brls. pickled herring, value in Gloucester	20,660.00
18,260 " frozen " " " "	127,820.00
<hr/>	<hr/>
70,349	<u>\$364,286.00</u>

Ten British vessels chartered by American agents whose cargoes were cleared for Gloucester, New York and Boston :—

4,880	brls. salt bulk herring, value in Gloucester	... ..	\$21,960.00
1,520	“ pickled herring, “ “ “	.....	7,600.00
3,600	“ frozen herring, “ “ “	.. ,	25,200.00
			\$54,760.00

Penguin and Middle Arms offer splendid facilities for a few good herring curing stations. There would be a continuous supply of fish for the stations for at least nine months out of the year. Some of the most enterprising fishermen of Bay of Islands who are this season fishing for the Americans told me that they were not going to sell their herring green another season, they would follow the example of the St. George's fishermen and cure and pack their own catch, as the fishery is much more valuable to the Bay St. George men than it is to the Bay of Islands fishermen who ship with the Americans or sell their catch green to the Canadians. Mr. B. Brake, whose station is in Jerning's Cove, told me that for the past twenty-two years himself and his two sons have caught and cured on an average of sixteen hundred barrels of herring each year, and he is of opinion that you would get herring all the season round inside of the Islands. You can always count on having them in Goose, Penguin, Middle and North Arms at least nine months out of the year. Mr. Brake's earnings have been from \$2,000 to \$3,000 a year for the twenty-two years that he has been operating his station and catching herring. Brake's herring are put up in packages made by himself and sons; great care and attention is given to the cure and pack, and he has an unlimited demand for all he can put on the market, but would be glad to get some information from our fishery expert, Mr. Mair, on the Scottish method of cure, so that he might give it a trial.

There was a number of our fishermen who shipped on board of American vessels. The terms offered this season are different. The men are paid \$1.25 per barrel for their herring, but are charged and have to pay for their nets and gear should they lose them. While this measure was in a way necessary for the American captains in protecting the interests of their owners, it has led to evil practices on the part of some of the American fishermen, who are inexperienced in the work, and often lose their nets through carelessness and want of knowledge of the local situation. They would then, knowing that they would be charged with the price and value of the nets, resort to unlawful means to make good their loss by stealing the nets of their fellow-workers. We have had many complaints of nets being stolen. Some instances nets, moorings and all were taken, and in others the nets would be untied and taken away, leaving moorings and buoys.

Herring has been fairly plentiful. The weather has been stormy with severe frost in the latter part of November, which continued with little cessation all through December. Ice formed in all the arms and interfered very much with fishing operations.

The S.S. *Fiona* was engaged on the 30th day of November and on the 1st and

2nd of December in Penguin and Goose Arm breaking the ice and freeing the boats, nets and gear of the fishermen. In the ship's present condition she is not fit to contend with ice, and should be protected with sheathing. Our work around the coast in the early spring makes it absolutely necessary that the vessel should have some protection from the ice contact.

H. M. Warship *Brilliant*, Captain Anstruther, arrived at Birchy Cove and remained there all the time with the exception of one cruise into Cox's Cove, Middle Arm. She left Birchy Cove on the 10th December. I called on Captain Anstruther several times, and gave him any information I had in reference to the fishery and the condition of things.

On Saturday, the 27th day of October, I went on board the *Brilliant* and had some conversation with Captain Anstruther *re* the herring fishery. He showed me the text of the *Modus Vivendi*. He also informed me that Mr. Alexander, of the United States steamer *Potomac*, and himself were drawing up rules and regulations for the guidance of the herring fishery then in progress. The agreement between the parties was to be mutual. Captain Anstruther was to sign the regulations on behalf of the Newfoundland and Canadian fishermen, and Mr. Alexander was to sign on the part of the American fishermen.

The new regulations made by Captain Anstruther and Mr. Alexander were as follows :—

1. The use of purse seines are forbidden inside of the heads.
2. No Sunday fishing to be allowed.
3. No person to fish between sunset and sunrise.

I do not believe that those regulations were finalized, as it was realized that it would be impossible for Captain Anstruther and Mr. Alexander to carry them into effect. By those regulations our local Fishery Rules and Laws were to be ignored.

On Wednesday, 7th November, Captain Anstruther called on board the *Fiona*. We had some conversation about a hand bill or printed notice to the fishermen that was said to have come from him to some American captains, one of whose name was Peoples, of the Gloucester fishing schooner *Saladin*. Captain Anstruther informed me that some American captains and some of our fishermen did call on him and ask him about continuing the shipping of men outside three mile limit. This was the day after we posting Official Notices *re* persons violating the sections of the Bait Act mentioned in the posters. Captain Anstruther informed me that he read extracts from the *Modus Vivendi*, and told them that they could ship. He also stated that the captains must have given the extracts to the press at Bay of Islands and had them printed.

For some days previous to the 2nd December there was a report current amongst the fishermen that Captain Anstruther was going to settle the fishery dispute between the Newfoundland fishermen and the Americans. A circular

dated 29th November, and signed by Captain Anstruther, was addressed to the fishermen and distributed from H.M.S. *Brilliant*, a copy of which I enclose.

H.M.S. "BRILLIANT," AT BIRCHY COVE,
29th November, 1906.

SIR:—

I should be obliged if you would tell me in a few words what in your opinion would be a satisfactory and final solution of the Winter Herring Fishery dispute between Newfoundland and the United States of America.

I take it that there are six distinct points of view :

1. That of the Newfoundland Fishermen.
2. That of the Canadian Fish Merchants.
3. That of the American Fishermen.
4. That of the Newfoundland Government.
5. That of the United States Government.
6. That of the British Government.

Mr. Alexander is finding out No. 3 and has promised to let me know the result.

I should like to know No. 1, and would thank you to help me.

I am, Sir,
Your obedient servant,

ROBERT H. ANSTRUTHER,

Senior Naval Officer,
Newfoundland Fisheries.

CAPTAIN SAMUEL BALLEM,
Birchy Cove, Bay of Islands.

Three of the American fishing vessels, *Annie M. Parker*, *Vigilant*, and *Saladin*, made an attempt to use purse seines outside of Woods' Island and did haul a few barrels of herring. Some few other vessels had seines. After the early days of October none of these vessels made any attempt to use purse seines, as they knew well that they would not be a success in the Bay of Islands Winter Herring Fishery. I do not think the American fishermen were at any time serious about the use of purse seines. The threat to use them was made by Americans for purposes of their own, and it certainly seemed to work out the end they had in view.

The American captains and agents gave up using purse seines, not because it

was a breach of our fishery Rules and Regulations, but because they were told by our fishermen that if they continued to use them they would leave their vessels.

When the fishermen were engaged outside the limit this season the men were told that they would have to pay for their nets and gear. Near the conclusion of the fishery several of the Gloucester captains and agents were told by me that as the nets and gear belonging to their vessels were all admitted duty free when used *bona fide* for fishing purposes on and from their vessels and not to be landed, and that if this gear was sold to the fishermen and landed from their vessels that it would be seized, and that the vessel would be liable under the Customs Laws to detention and fine. None of the agents, except J. V. Bonia, who is acting for Pew, Gordon & Co., of Gloucester, charged their men with any gear. We have the names of the fishermen who landed gear from Pew, Gordon & Co.'s vessels, but it was too late this season to take any action against those vessels when the offence was committed. Prosecutions are now pending against them. Large quantities of stores and outfits, such as rubber boots, oil clothes, nets, shirts, tobacco, etc., were supplied the fishermen who shipped on board. Liquor was also supplied and sold from the *Oregon* and *A. E. Whyland*, of Gloucester. This demoralizing traffic led to disturbance, and was, no doubt, the cause of one poor fellow losing his life.

On the 24th December there was a number of fishermen on board the *A. E. Whyland*, and liquor was sold to them by the cook of that vessel. When leaving to go on board their own vessels the man was drowned. He belonged to the S.S. *Potomac*. On the following day the agent for the vessel *Carl C. Young* went on board the *A. E. Whyland* and destroyed some twenty gallons of liquor that the cook had put up in kerosene oil tins and stowed away in the forecastle. Under the present state of things the Customs authorities have not the same strict supervision over those vessels that is absolutely necessary for the protection of our revenue and to prevent smuggling.

On Thursday, 15th day of November, complaint was made against two of our men named DuBois and Crane, of Wood's Island, who had shipped on board the Gloucester fishing schooner *Ralph L. Hall* outside the three mile limit, and then fishing herring on board the said vessel. They were charged before Magistrate March with a violation of the Bait Act, and were convicted and fined in the sum of \$500 or three months imprisonment. An appeal was made against the Magistrate's decision, and will be heard before the Supreme Court in January.

On the 3rd day of December, Joseph Durnford, master of the schooner *Maggie*, of Burin, came on board the *Fiona* and made complaint before me that two fleets of nets were stolen from him on Sunday, 2nd December. I took a deposition from Durnford, and a warrant was issued for the arrest of four men belonging to the schooner *Colonial*, of Gloucester, Charles Smith, master. The two fleets of nets were recovered with the gear belonging to them. Up to the 3rd of December we only had two complaints of nets being stolen, and one carried away by a Gloucester fishing schooner. The nets that were stolen were recovered and the accused parties punished. The net that was taken away by the schooner was

replaced by the captain at my suggestion. On the 7th December, Mr. Moore, schooner *Mayflower*, Bonne Bay, reported on board the S. S. *Fiona* that he had picked up a fleet of nets. He gave me the marks and we advertised the same, when the nets were returned to the owner, James Hadlon.

Number of Canadian fishing vessels sailed with herring cargoes :—

Name of Vessel.	No. Brls. Bulk.	No. Brls. Pickled.	Frozen.
B. G. Anderson	1,200	46	.....
Mariner	1,100	.....	.....
Beatrice S. Mack	1,100	180	.....
Mary W. S.....	1,000	15	.....
Unique	1,150	20	.....
Havana	900	500	.....
Lila B. Hurtle ..	1,638	50	.....
Flo F. Madder	1,200	150	.....
Colonial	1,500	150	.....
Palatial	850	400	.....
Ethel	1,400	150	.....
Maggie M. W	1,150	7	.....
Defender.....	800	420	.....
Loyal	1,255	75	.....
Britannia	900	200	.....
Nightingale	487	80	.....
Roanoke.....	1,800	.....	.....
Eva June.....	.....	72	800
Coronation.....	.....	.....	800
S.S. Harlaw.....	.....	6,000	300
S.S. Atlantic .....	.....	90	.....
Glenwood	1,000	300	.....
Mary Duff	900	10	.....
Alma Nelson.....	.....	48	800
Mindora .....	.....	550	.....
Athlone .....	.....	954	.....
B. G. Anderson .....	.....	.....	650
Minnie J. Smith.....	.....	90	500
Harry Lewis.....	975	.....	.....
Muriel M. Young.....	.....	100	870
Peerless.....	.....	125	850
Maderia	1,680	.....	.....
Ontario .....	.....	25	550
Yukon .....	.....	50	900
Burnham H .....	.....	.....	600
Mariner .....	.....	25	500
Helen Vaire .....	.....	.....	750
Willis C	20	100	550
Speculator .....	.....	.....	600
Romeo .....	.....	.....	380
Bohemia.....	.....	.....	500
	24,005	10,982	10,900

Number of Gloucester fishing vessels sailed with herring cargoes :—

Name of Vessel.	Brls. Bulk.	Brls. Pickled.	Brls. Frozen.
Maxime Elliott.....	900	300	
Ingomar.....	1,800		
Smuggler.....	1,450		
Arcadia.....	1,200		
Senator Gardner.....	1,304	7	
Dora A. Lawson.....	1,300	150	
Talisman.....	1,370	130	
Oregon.....	1,300		
Annie M. Parker.....	1,700		
Valkyrie.....	1,300	100	
Georgie Campbell.....	1,256	19	
H. M. Stanley.....	1,150	100	
Independence.....	2,000		
Esperanto.....		100	1,100 froz. artific'ly
Arabia.....	1,400	80	
H. Nickerson.....	1,150	100	
Lucinda Lowell.....	1,150	22	
Ralph L. Hall.....	1,500	100	
Normahal.....	1,200	40	
A. M. Nicholson.....	1,500	100	
Essex.....	500		
Lena and Maud.....	1,050	60	
Ralph D. Hodgdon.....	500		
Dauntless.....	1,100		200
Corsair.....	1,500		60
Precilla Smith.....			700
Patrician.....	1,550	100	
Richard Wainwright.....		100	900
Colonial.....		200	400
Judique.....	1,200		100
Parthia.....	62	28	600
A. E. Whyland.....	1,200		300
Madona.....	600		400
Maxime Elliott.....	100		900
Avalon.....		70	400
Norma.....		400	400
Bohemia.....		50	400
Lottie G. Merchant.....	120	60	500
Alice R. Lawson.....	125		825
Blanche.....	400		510
Maggie and May.....	725	60	375
Margaret.....		60	670
Oregon.....		85	670
Veda McKown.....	200	330	
Sceptre.....	1,600		
Corona.....	400	50	400
Arcona.....	1,500		
Constellation.....	650		
Tattler.....	300	100	600
Titania.....	1,100	6	
Ingomar.....	200	200	700
Gossip.....	1,150	100	
Athlete.....	115		800
Smuggler.....			300
Saladin.....	500		
J. J. Flaherty.....	1,100		
Helen F. Whitten.....	700		
Vigilant.....			100
Esperanto.....		100	1,100
M. G. Steatson.....	400	150	600
Elizabet' N.....	400	150	800

Name of Vessel.	Brls. Bulk.	Brls. Pickled.	Brls. Frozen.
Aloah	250	100	850
T. M. Nicholson.....	700	125	800
Jennie B. Hodgdon.....	.....	100	800
Arcadia	130	.....	.....
	47,957	4,132	18,260

There were six hundred and eighty of our fishermen shipped on board the Gloucester fishing vessels outside the three-mile limit, twenty-three at St. Pierre, seventy-seven at Sydney.

There were sixty-five American vessels took cargoes or part cargoes from Bay of Islands. Twenty-seven Canadian vessels and fifty-five local vessels were engaged in the Winter Herring Fishery in those Arms.

The Americans fished 1,995 nets, and from the Canadian vessels there 828 nets fished by local fishermen. The Canadians did not fish, they purchased their cargoes. From our fifty-five local vessels there were 991 nets fished, and our local fishermen who were on shore fished 400 more, making a total of 147 vessels, 11,058 tons, 2,919 men, 904 boats and dories, and 4,214 nets.

Summarized as follows :

	No.	Tonnage.	Men.	Boats & Dories.	Nets.
American vessels engaged	65	5,632	1,494	425	1,995
Canadian vessels engaged.....	27	2,917	677	188	828
Local vessels engaged.....	55	2,509	577	231	991
Men stationed on shore....	...	.....	180	60	400
	147	11,058	2,928	904	4,214

The season did not close until the 13th January, when all the American fleet except three, *Elizabeth B.*, *M. B. Stetson* and *T. M. Nicholson*, left the arms on their way home. Those three vessels with two British vessels, *Speculator* and *Bohemia*, will in all probability have to winter in Bay of Islands.

List of American fishing vessels calling on our coast for shelter, and west of Ramea, seeking bait for the season of 1906.

1906.	Vessels Name.	Tonnage	Home Port.	Place called at.	Remarks.
Mar. 19	Mildred Robinson.....	86	Boston.	Burgeo.	Fishing, in for shelter
Aug. 21	Maxine Elliott.....	75	Gloucester.	do	Looking for squid bait.
24	Senator Salisbury	77	do	do	do
28	Sceptre.....	91	do	do	do
29	A. E. Whyland.....	96	do	do	do
39	Valkyrie	104	do	do	do
Sept. 1	Blanche	78	do	do	do
	Maggie and May.....	88	do	do	do
	Athlete.....	96	do	do	do
	Essex	84	do	do	do
5	Hiram Lowell	95	do	do	do
	Bohemia	86	do	do	do
	Hazel R. Hines	79	do	do	do
7	Mabel D. Hines.....	92	do	do	do
	Alice R. Lawson.....	86	do	do	do
	Richard Wainwright.....	98	do	do	do
8	Titania	77	do	do	do
	W. E. Morrissey	93	do	do	do
11	John L. Nickerson.....	92	do	do	do
19	Elector	84	do	do	do
24	Roymah.....	95	Boston.	do	do
July 3	Senator Gardner.....	94	Gloucester.	Blanc Sablon	Codfishing, seeking caplin.
	Hiram Lowell	95	do	do	do
	John L. Nickerson.....	92	do	do	do
	American	99	do	do	do
	J. J. Flaherty	124	do	do	do
	Madonna	79	do	do	do
	Valkyrie	104	do	do	do
	J. P. Willard	87	do	do	do
10	Gossip	91	do	do	Codfishing, seeking caplin.
	Georgie Campbell.....	78	do	do	do
June 19	Horace B. Parker	62	do	do	do
	Yosemite	85	do	do	do
	Gladiator	75	do	do	do
22	Elizabeth N.....	102	do	do	do
	Athlete.....	96	do	do	do
26	Arabia	86	do	do	do
	Sceptre	91	do	do	do
5	Helen F. Whitten.....	92	do	Port Blandford	do
18	Essex	84	do	do	do
16	Corona	82	do	do	do
Sept. 27	Norma	77	do	Port Saunders.	Looking for herring cargoes.
	Annie M. Parker.. ..	100	do	do	do
May 26	Bohemia	86	do	Bonne Bay.	Codfishing, seeking bait
June 11	Maryland.....	86	do	do	do
27	Sarah C. Wharf.....	26	do	do	Buying fish.
Oct. 23	Lelia E. Horwood.....	47	do	do	Codfishing. For shel- ter.
Feb. 19	Maxime Elliott	75	do	Rose Blanche.	Codfishing off shore. For shelter.
	Agnes B. Gleason	44	do	do	do
24	Judique	89	do	do	do
Mar. 7	Colonial	79	do	do	do
12	Elmer E. Gray.....	84	do	do	do
	Preceptor.....	89	do	do	do

1906.	Vessels name.	Tonnage	Home Port.	Place called at.	Remarks.
Mar. 12	Arkona	97	Gloucester.	Rose Blanche	Codfishing off shore. For shelter.
14	A. E. Whyland.....	96	do	do	do
17	Richard Wainwright.....	98	do	do	do
	Aloha	100	do	do	do
Aug. 28	Valkyrie	104	do	do	Looking for bait.
April 23	Meteor	79	do	do	In for shelter.
Sept. 26	Senator Salisbury.....	77	do	do	do

These vessels called in harbour on several occasions during the season, (fishing).

Jan. 2	Meteor	96	Gloucester.	Channel.	In for shelter.
Mar. 10	Elector	84	do	do	Codfishing. In for shelter.
21	Colonial	79	do	do	do
	Richard Wainwright.....	98	do	do	do
	Arkona.....	97	do	do	do
Jan. 12	Katherine G. Howard.....	83	do	do	do
26	A. E. Whyland.....	96	do	do	do
April 7	Maxine Elliott.....	75	do	do	do
	Judique	89	do	do	do
May 15	Margaret	79	do	do	do
Oct. 22	Lewis H. Giles.....	94	do	do	do
24	Constellation	89	do	do	do
30	Judique	89	do	do	do
31	Ralph L. Hodgdon	60	Eastport.	do	do
Nov. 22	Essex	84	Gloucester.	do	do
Dec. 15	Arcadia	90	do	do	do
May 2	Pinta	68	do	Bay Bulls.	For water.
28	Judique	89	do	do	do
Aug. 17	Elizabeth N	102	do	do	Captain sick.
26	Bohemia	86	do	do	For water.
	Massachusetts.. ..	102	Duxbury.	do	do
28	Meteor	96	Gloucester.	do	Detained for violation of our Customs and Fishery Laws, obtaining supplies & outfit for the fishr'y
Sept. 3	George Parker.....	100	do	do	Repairs to mainsail.
7	Oregon	79	do	do	For water.
24	Aloha	100	do	do	do
	Senator Salisbury.....	77	do	St Lawrence.	For shelter.
	Colonial	79	do	do	do

Comparative statement of the quantities of herring exported from Bay of Islands during the seasons of 1904, 1905 and 1906.

SEASON 1904.

	Bulk.	Fresh.	Froz.	Pickled.	Value.
11 British vessels took cargoes.. .. .	3,750	23	2,257	10,678	\$42,256
67 American vessels took cargoes	60,960	3	19,690	8,054	143,581
	<u>64,710</u>	<u>26</u>	<u>21,957</u>	<u>18,732</u>	<u>\$185,837</u>
Total fishery for 1904	64,710	Barrels	Bulk.		
	26	do	Fresh.		
	21,957	do	Frozen.		
	18,732	do	Pickled.		
	<u>105,425</u>				Total value \$185,837.00

SEASON 1905.

	Bulk.	Pickled.	Frozen.	Value.
39 British vessels took cargoes	19,223	6,408	13,230	\$69,712
43 American vessels took cargoes	24,900	1,980	19,900	74,762
	<u>44,123</u>	<u>8,388</u>	<u>33,130</u>	<u>\$144,474</u>
Total fishery for 1906	44,123	Barrels	Bulk.	
	8,388	do	Pickled.	
	33,135	do	Frozen.	
	<u>85,641</u>			Total value \$144,474.00

SEASON 1906.

	Bulk.	Pickled.	Frozen.	Value.
65 American vessels took cargoes..... .	47,957	4,132	18,260	\$268,596
41 British vessels took cargoes	24,005	10,982	10,900	183,548
	<u>71,962</u>	<u>15,114</u>	<u>29,160</u>	<u>\$452,144</u>
Total fishery for 1906..... .	71,962	Barrels	Bulk.	
	15,114	do	Pickled.	
	29,160	do	Frozen.	
	<u>116,236</u>			Total value \$452,144.00

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) JOSEPH O'REILLY,

Inspector R. P. S.

HON. ELI DAWE, *Minister of Marine and Fisheries.*

SIR, —

Having received orders to proceed to Bay of Islands to take up fishery protection service in the S.S. *Neptune*, I left St. John's on June 12th by the cross country train, arrived at Birchy Cove the next day.

The steamer being made ready we started on our route with the Minister of Marine and Fisheries on board, called at several places in Bay of Islands, thence to Bonne Bay where we took on board Magistrate Duder and proceeded to Port Saunders to deal with several reported violations of the Fishery Regulations. We then proceeded to Port au Choix, where the Minister had business in connection with the sale of French property, thence to Blanc Sablon on the Labrador Coast, and through the Straits of Belle Isle to Battle Harbour, calling at Chateau and Cape Charles. On our return Cape Rouge and several other ports on the Treaty Coast were visited.

A French barque was fishing trawls or bultows at Cape Rouge. The regulation prohibiting the use of trawls or bultows did not apply to the French until three months notice, as provided in the Convention had expired, which would be on the 22nd of August. No bultows were being used at that time by the Newfoundland fishermen on that section of the Coast.

We returned to St. John's on June 22nd. Complaints had been received by the Marine and Fishery Department of disputes among the fishermen at Labrador, and on the 30th June I was authorised to proceed there to deal with the several matters complained of. We called at a number of places on the way North. Two cases for violations of the Fishery Regulations, 63rd section, were brought before me at Sandy Islands. Both parties were convicted and fines imposed. We next proceeded to Emily Harbour, where two other cases were brought before me for violation of the Fishery Regulations. In one case a fine was imposed, the other case being dismissed. Several other disputes in reference to trap berths were brought to my notice, which were settled by mutual arrangement.

I found a difference of opinion existing among the fishermen as to the date before which it is unlawful to set codtraps or to mark berths for codtraps on the different sections of the coast, as described by the Fishery Regulations. For many years past the present dates would have been early enough, but the past two years fish struck in much earlier than usual, and in some cases a loss was sustained by the fishermen abstaining from putting out traps before the time allowed by law. It may be necessary to alter the law or change the regulation altogether.

I was instructed by the Minister of Marine and Fisheries to report as to the necessity of an inspection of the weights and measures used on that coast for the weighing of fish and other articles. I found that there was much dissatisfaction among the fishermen on this point, and disputes often arise as to the legality of the

weights and measures used, and I would recommend that steps be taken to have this matter attended to another season.

From Labrador we proceeded to the Straits of Belle Isle to the West Coast, to take up protection service, calling at Port-aux-Basque. In entering the harbor the steamer struck a sunken rock and sustained damage, making it necessary to proceed to St. John's for dockage.

After repairs were effected the S.S. *Neptune* was engaged in the inspection of lighthouses for some time.

On the 14th of August I again joined the steamer to take up protection service on the South and West Coast, patrolling the coast generally between Placentia and St. Pierre. Very little smuggling of bait to St. Pierre was done this past season. What was done was principally by small craft that had taken more squid than they required for their own bait, and ran to St. Pierre when the opportunity offered.

It is absolutely necessary to have the *Fiona* or some other steamer continually watching this part of the coast, for whenever the *Fiona* is removed to do other work advantage is taken of the absence of the cruiser, which is very quickly known, and violations of the law is the result.

I have the honor to be,

Sir,

Your obedient servant,

THOMAS BONIA,

Commissioner.

ST. JOHN'S.

SIR,—

I beg to submit my report of fisheries protection for the season of 1906.

I proceeded on the boat *Star of the Sea* from Placentia, on May 7th., to Long Harbour, Iona Islands, Indian Harbour, Harbour Buffett and other settlements in Placentia Bay, principally on inspection of lobster factories and plants, as had been done each season since I have been instructed to carry out such inspection. I found everything in order, factories well and cleanly kept, and the pack well up to the standard of other years. The catch of lobsters show a slight falling off upon other seasons. The rule issued by the Fisheries Department insisting on each lobster packer attaching a label with number corresponding to his license number upon each can will insure a uniformly good pack. Had this method been undertaken years before we would have had less complaints from consumers of the bad

quality of lobsters put upon the market, as under the present means, where detection is easy, no packer, even if carelessly inclined, will risk detection. At some of the localities complaints were made to me that parties had been setting traps in too close proximity to each other. I remedied this by appealing to those causing the disturbance. In the inshore of Placentia Bay, where so many traps are employed at the lobster fishery, it is difficult to have it prosecuted without disturbances of this kind, but as a rule they work along without serious trouble arising.

Herring made its appearance in April in Placentia Bay, and more were secured for bait purposes than had been obtained many years previously. They were of large size, and many barrels were netted at Sound Island for purposes of packing. I have already at other seasons referred to this method of destruction of herring during the spawning season. I again would remind the Fisheries Department that if it is permitted to continue it will be ruinous to the industry.

Caplin struck in between the 13th and 15th of June, and I proceeded from Clattice Harbour to Burin, thence to Broad Cove, Tides Cove and Jean-de-Bay, to keep strict watch in order to prevent the running of bait from the headland to St. Pierre. A number of local and Canadian vessels were baited between the 14th and 22nd. A list of the Canadian vessels I attach to this report. Caplin made its appearance at Langley and Miquelon in abundance about the 18th of June, and from this date no price was offered by outsiders for bait, and no inducement was held out to any parties to encourage them to violate the law. No case of violation came under my notice, nor do I think a single breach occurred in this locality.

The codfishery on the whole is far from encouraging. The traps show an improvement on last season, but the trawlers report a considerable falling off. The prevalence of strong North-East wind in the early season is given as a reason by experienced fishermen, but the continued failure of the codfishery upon this part of the coast is a matter of great seriousness calling for inquiry. Some interested parties attribute the failure to the destruction of large quantities of small fish by traps inshore. If this were found to be the cause a law should be passed to prohibit the setting of traps inside the headlands.

I returned to Sound Island and visited the various harbours in the Bay during the early part of July, to see that lobster factories closed at the proper season. I found that all had complied with the law. I have had several parties summoned before Mr. Mitchell, J.P., for minor breaches of the Fishery Rules, and they were reprimanded and let go, as it was their first offence. I also summoned Edgar H. Williams of Woody Island, for packing sour lobsters. Through neglect of boiling his lobsters the day previous to packing them the consequences were that they were not fit for food. He was fined twenty dollars and costs. This service was discontinued until August 23rd, when I again joined the boat *Star of the Sea*, and went to Brewley and other places in Placentia Bay. My attention was drawn to several parties who were getting their lobster pots ready to place in the water expecting the fall pack. I at once informed those parties of the penalties they would incur if they should attempt to place their pots in the water against the law. This

advice had the desired effect, not only on the said parties but others who were desirous of a fall pack.

On the 23rd of August squid struck in plentiful at Barron Island and Sound Island. I visited those places in succession and, after investigating, found that the following persons had brought squid to St. Pierre before my arrival : Thomas Hickey, John Hickey, William Morris, Patrick Wadman, John Shea and John Pendergrast of Barren Island, Timothy Connors and Peter Follett of Clattice Harbour, and John W. Warren of Merry Harbour. These parties were summoned before Magistrate Sullivan, of Presque, charged with violating the Bait Act. They pleaded guilty and were fined accordingly. The fines aggregated \$200.00, which were paid. The fines and seizures will have a wholesome effect on parties in this Bay, and deter them from engaging in this illegal business in the future, and the smuggling of contraband goods into this colony, which always follows as a consequence. All this bringing of squid to St. Pierre occurred during the month of August in my absence. No doubt our presence in the Bay during August would have acted as a deterrent to persons inclined to engage in this business. Had those who brought squid to St. Pierre remained at home fishing they would have done better, for while they were gone to St. Pierre the fishermen who remained at home caught from fifty to sixty quintals of fish, thus showing that carrying squid to St. Pierre is only an injury to our fishermen.

There has been a great improvement in the codfishery since September, all around the Bay. Squid has been very scarce, but small herrings are plentiful, which was a great boon to the fishermen, and proved better than squid as a bait. The strict enforcement of the Bait Act would prove a great benefit to our fishermen, for it has been proven that the prosecution of the codfishery is more beneficial than trying to supply the French with bait.

I have the honour to be,

Sir,

Your obedient servant,

WILLIAM MARCH,

Constable.

HON. ELI DAWE,
Minister of Marine and Fisheries.

ST. JOHN'S,
DECEMBER 31st, 1906.

SIR :—

I have the honour to report to you that it is a matter for regret that the special work for which I was brought to this Colony has not shown the results that might have been expected. That is, perhaps, not to be wondered at when the

revolutionary character of both the catching and curing of herrings, which it is intended to introduce, is taken into account, a revolution that fishermen and fish merchants in this Colony are not prepared to enter into without outside aid.

Early in the year I entered into negotiations with parties in Scotland to secure berths in Scottish herring boats for a few Colonial fishermen, as sharemen, to show them how drift net fishing is carried on in the open sea, and its possibilities. This would have been a valuable object lesson to them. The season was, however, too far gone to avail of that by the time the Fisheries' Bill was passed in the House of Assembly.

Simultaneously with that, communications were entered into with a firm of fish-curers in Scotland, who owned nine steam drifters, and were in a position to catch, cure and market the herrings they might procure. This firm was most anxious to bring two of their drifters here last fall, but the masters of the boats refused to cross the Atlantic and this also fell through. Further correspondence is now going on with likely persons, which is is hoped may be successful.

The difficulty in getting parties from Scotland, or anywhere else, to inaugurate drift net fishing is very great. Fishermen are making so much money at home that it is impossible, without a large subsidy, to get them to embark in an uncertain venture. It would be different with fishcurers once drift net fishing was proved to be successful.

There were a few barrels of herring cured by the Scotch method, in the fall, at Green Bay, in Scotch barrels and with English salt. These have been sent to New York, and means have been taken to ascertain, if possible, what prices they have realised. This has been done by private effort, but whatever price may be obtained, it is doubtful if the enterprise will be a paying one, owing to the expenses entailed and the small quantity put up. The hands employed could have cured a sufficient number of barrels to have made a handsome profit had the herring been available. There was no demand for the Government brand in this case, as the parties saw it was impossible to comply with the branding regulations in the matter of selection, etc., with the workers available. Instead, they put them up under a private trade mark.

The above is a strong argument in favour of every means being taken to get drift net fishing established in the open sea, and regular supplies of herring brought to any given point. As carried on at present the uncertainty of being able to procure herrings in paying quantities, at any given point or place, in any of the bays around the coast, precludes curers from embarking in an enterprise entailing extensive preparation and consequent outlay of capital with a reasonable certainty of anything approaching profitable business.

Herring, like mackerel, are pelagic fishes, semi-surface feeders and are caught during the night. From the evidences of herring all around the coast, and their known habits, a reasonable deduction is that they will be found in the open sea

when means have been taken to secure them, which have proved so successful in other countries.

The spring and summer herring fishing in Placentia Bay was a good one. Herrings full of milt and roe were caught at the bottom of the Bay up to the beginning of August. The fall fishery was almost a blank until the closing days of the year when herrings began to show in limited quantities. The fish were cured, split in the ordinary way, except a few that were kippered.

I visited Burin and St. Lawrence at the end of July to enquire into the prospects of herring fishing at those places. This fishing has practically ceased there, and herrings do not appear in the coves, or harbours, at least in any quantity. I was, however, informed that shoals of herrings were seen in the offing, usually in the spring and in September. One fisherman said he had jigged herring five miles out but had no other means of catching them. Both of those places are very favourably situated for the prosecution of deep sea drift net fishing.

The spring herring fishing at Bay St. George was a partial failure when compared with former years. The quantity cured was correspondingly small, and as the fishermen depend largely on herring fishing for their sustenance, the shortcoming will be felt in that quarter. The herrings were caught at the bottom of the bay in shallow water and on sandy bottom. With fishing so circumscribed partial failure is likely to occur in any season. Fishermen have no outlay in connection with this fishing beyond salt and twine. They make their own barrels from cloven staves, cure their own herrings and market them at Halifax. The current price, when I was there at the end of May, was \$3.20 per barrel.

The herrings caught in Bay St. George are uniformly smaller than those caught at any other part of the Colony. Whether these are a distinct local species, or undeveloped fish of the larger herrings is an open question. I am inclined to favour the former. With a depth of 30 to 50 fathoms over the whole of the bay the conditions for drifting in the bay proper are ideal, and the fishermen would find it to their advantage if they would make themselves acquainted with that mode of fishing and give it a trial.

The Bay of Islands fall herring fishery showed up well to begin with, but in the latter part of the season stormy weather and early frost hindered operations. Climatic conditions considered, the fishery was fairly productive. The usual prices for green fish were paid. Owing, no doubt, to International complications surrounding the fishery, greater preparations than usual were made on shore for dealing with the catch. A large fleet of Local, Canadian and American craft were also in the bay, and under favourable conditions a record would likely have been established both in catch and prices.

On the North East Coast, from White Bay south, herrings were not so plentiful as usual in the coves and inner waters of the bays. I visited that part of the

coast the latter end of October and beginning of November, and very few herrings were being caught at that time. When at White Bay no herrings were in the coves, but it was ascertained that they were plentiful outside in the bay. The bay is sparsely populated and fishermen are only provided with small punts that are unfitted for fishing beyond the coves. Drift net fishing was explained to parties and it is possible that an attempt may be made to drift with a short fleet of five or six nets in a trap skiff in the bay next season.

LaScie, near Cape John, is favourably situated for drift fishing in the open sea. The ground around the margin of the shore is fairly level and would be available for curing stations or factories. Complaint was also made there of the scarcity of herrings.

There was a spurt of fishing in the arms of Green Bay in October but they took off. It was expected that, following a north east gale that set in on November 1st, herrings would be found in the Arms in quantity. So far as learned since these expectations were not realized. Two Canadian schooners were in the Bay prepared to take 1,600 barrels each in bulk. Reference has already been made in this report to a quantity of herrings cured after the Scotch method and need not be repeated.

From Little Bay on to Twillingate herring fishing was not being prosecuted as a distinct branch of fishing.

In other districts of the Colony, apart from those already noticed, herring fishing was insignificant.

Further experience of the industry has strengthened the conclusions formerly arrived at, viz : that no greater improvement can be looked for until the catching and curing of herrings is revolutionized and conducted on the lines which have proved so beneficial to other countries.

The system requiring lobster packers to stamp their tins with their license number, inaugurated this year, will have a good effect on that industry, and will tend to improve the pack. It will also form a basis for the compilation of reliable statistics which have not hitherto been obtained.

That fishery as well as the codfishery will be found to be under the catch of 1905. These will doubtless be dealt with by others so that they need not be further noticed here.

I have the honour to be,

Sir,

Your most obedient servant,

WILLIAM MAIR.

HON. ELI DAWE,
Minister of Marine and Fisheries.

ST. JOHN'S,

DECEMBER 31st, 1906.

HON. ELI DAWE,

Minister of Marine and Fisheries.

SIR, —

I have the honour to submit my report of the whaling factories for the year ended 31st December, 1906.

There were fourteen whale factories in operation this season, all of which I visited and to some of them I made several visits. On every occasion I found the different plants in a most satisfactory condition, and this year there was no breach of the law.

The following whale factories : Snook's Arm, Lance-a-Loup, Trinity, Lark Harbor, which were in operation last season, did not operate this season.

It is a matter of regret that the whale fishery this season has not been so successful as in former years, as will be seen from the following comparative statement :

Year.	Factories in operation.	Whales captured.	Oil obtained.
1904.....	.....14.....	..... 1,275 .....	.....1,788,304 gals.
1905.....	.....17.....	..... 892.....	.....1,259,082 “
1906 .....	.....14.....	..... 429 .....	..... 537,011 “

My work of inspection began as soon as the season opened. Early in April I visited the plant at Balena, where I found there was every prospect of a successful fishery, as at the time of my visit nine whales had been captured, but unfortunately the success was not continued, as the total catch here was 44 as against 82 last season.

Bay Chaleur was also visited on this trip. I found everything here satisfactory except the catch. The total number taken at this station for the season was 58 as against 97 last year. This must be disappointing to the owners, inasmuch as new machinery had been added to the guano plant at a considerable cost.

At Dublin Cove the catch was also below that of last year.

At St. Lawrence there were also a considerable falling off, the total catch being less than one-third of the previous year.

When I visited Rose au Rue in the early part of June, there had been captured 22 whales, and were hopeful of a successful voyage, but though 67 whales were captured for the season, the catch did not come up to expectation.

Aquaforte, Cape Broyle and St. Mary's were practically closed, the catch at Aquaforte being 18, at Cape Broyle 3, and at St. Mary's 4.

When I visited Hawk's Harbor, Labrador, 30 whales had been captured, but the total catch for the season was 60, ten less than last year.

Hawk's Bay, Port Saunders, is the only station which shows an increase over last season. This factory was in operation last year and secured 26 whales. The catch this year was 40, and the yield of oil was proportionately much greater.

At Safe Harbor the catch was below that of last year, the total number of whales captured being twenty-one. Cape Charles and Beaverton were also visited. These stations also show a considerable falling off.

The factory at Harbor Grace, this season, shows a decrease of six whales, yet the decrease in oil amounts to but 504 gallons.

The following tabulated statement gives the particulars of the catch of each station which, with the comparative statement, will show that this industry has been steadily declining since its inception.

No. Factories.	Whales	Quality.	Oil Gallons.	Guano Tons.	Bone Tons.
1. Balena.....	44	29 Sulphur. 7 Finbacks. 8 Humpbacks.	59,392	212	103
2. Snook's Arm.....		Not in operation in 1906.			
3. Bay Chaleur.....	58	24 Sulphur. 31 Finbacks. 3 Humpbacks.	60,178	188	115
4. Rose au Rue.....	67	2 Sulphur. 56 Finbacks. 9 Humpbacks.	44,653	182	106
5. Beaverton	24	1 Sulphur. 23 Finbacks.	31,006	95	50
6. St. Lawrence.....	21	7 Sulphur. 12 Finbacks. 2 Humpbacks.	20,520	78	35
7. Cape Broyle	3	1 Finback. 2 Humpbacks.	2,898	9	7
8. Cape Charles.....	25	19 Finbacks. 6 Humpbacks.	16,640		62
9. Dublin Cove.. ..	27	9 Sulphurs. 15 Finbacks. 3 Humpbacks.	30,080	62	50
10. Lance au Loup.....		Not in operation in 1906.			
11. St. Mary's	4	4. Finbacks.	3,200	13	6
12. Aquaforte.....	18	1 Sulphur. 13 Finbacks. 3 Humpbacks. 1 Siehval.	13,824		15

No. Factories.	Whales	Quality.	Oil Gallons.	Guano Tons.	Bone Tons.
13. Trinity .....	.....	Not in operation in 1906.	.....	.....	.....
14. Safe Harbour.....	21	2 Sulphur. 15 Finbacks. 2 Humpbacks. 1 Sperm. 1. Siehval.	28,300	73	32
15. Harbor Grace.....	17	2 Sulphur. 13 Finbacks. 2 Humpbacks.	22,680	65	16
16. Hawk's Bay, Port Saunders	40	19 Sulphur. 16 Finbacks. 5 Humpbacks.	83,160	146	69
17. Hawk's Harbor.....	60	47 Finbacks. 13 Humpbacks.	75,600	130	52
18. Lark Harbor. ....	.....	Not in operation in 1906.	.....	.....	.....
	429		492,131	1,253	718

The oil obtained from carcasses at the guano plant, and not included in the above table, is as follows :—

Balena	12,000
Bay Chaleur	14,000
Rose au Rue	16,520
Cape Broyle.....	1,120
St. Mary's	1,240
	44,890

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, 1905-6.	Quality.
Males	220
Females	209
	429
	Sulphur Bottoms..... 96
	Finbacks
	Humpbacks
	Siehvals
	Sperm
	272
	58
	2
	1
	429

Guano.....	1,253 Tons.
Whale Bone.....	718 "
Whale Finners	41 "
Oil.....	537,011 Gallons.

The following is the return for the previous season :—

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	1,259,082 Gallons.

The above statements would seem to indicate that the whales are not so plentiful round our coast as in former years, and during my visits to different parts of the coast I made enquiries from fishermen and others regarding this matter. I have thus elicited many different opinions, the principal being that the continued hunting has driven the whales further off the coast, while others say that the whales are just as plentiful as ever, but that they have become more wary and are not so easily captured. It is, however, a regrettable fact that whatever the cause, the prosecution of this industry has ceased to be a source of profit to the majority of those engaged in it, and it is to be hoped that something can be done to rehabilitate this industry.

I have the honour to be,

Sir,

Your obedient servant,

C. WAY,

Inspector of Whale Factories.

ST. JOHN'S, NEWFOUNDLAND,

DECEMBER, 1906.

SIR,—

I have the honour to submit the following respecting the Lighthouse service of this Colony for the year ended December 31st, 1906.

During this year new lights have been erected at Red Bay, St. Anthony and Englee, while two cast-iron lighthouse towers are completed and ready for erection ; one to be placed at the entrance to Bay Bulls, and the other at a position to be selected on the west part of the coast.

A new lens and lamp have been furnished Rose Blanche Lighthouse to replace the old apparatus. The Fog Alarm there has been supplied with a new improved diaphone.

A Fog Alarm, operated by compressed air, has been completed at Channel Head. In connection with this installation it was deemed necessary to construct a concrete breastwork, five feet high, running forty feet, so that the new engine house would be protected from damage by the sea. The heavy sea which occurred this month proved the value of this wall.

The compressed air Fog Alarm placed at the south west point of Baccalieu Island was put in operation during the month of August. Reports received from all quarters respecting its efficiency are satisfactory.

A Fog Alarm plant to replace the explosive signal at Powell's Head will be installed as soon as possible during the coming season.

The alarm at Green Island, Catalina, will need an expenditure for boilers in the near future.

It is respectfully submitted that this plant, with its heavy annual expenditure for maintenance, should be replaced by a compressed air alarm operated by oil engines.

The explosive signals at Fort Amherst and Western Bay, sounding at periods of twenty and fifteen minutes, respectively, should be replaced by an alarm, giving blasts of several seconds within two minutes. Efficiency, combined with a large reduction in the present cost of maintenance, would be secured by this change.

The number of mail and passenger steamers plying in the different bays and along the coast, many of them required to run on scheduled time, and the increase in the number of coasting schooners call for aids to navigation in the form of expensive lights and Fog Alarms.

There are many harbours at which lights similar to those erected in White Bay could be placed, and attended by nearby residents, at a small cost; but similar lights erected on islands or headlands would mean a much larger expenditure, necessitating as they would the erection of keepers' dwellings and expenses attendant for fuel, general maintenance and larger wages.

The provision of money for this purpose would, in a short period, do much that is needed in this direction.

General repairs required for the upkeep of the service have been attended to, and extensive work done at Cabot Island, Harbor Grace, Point Verde and Ireland Island.

Considering the violent gales, extraordinary high tides and seas which have taken place during the latter part of the year, it is pleasing to note that no damage of a serious nature has occurred at any station.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) R. WHITE,

Inspector of Lighthouses.

HON. ELI DAWE,

Minister of Marine and Fisheries.

ST. JOHN'S,

JANUARY 2nd, 1907.

SIR,—

I have the honour to submit the report of my inspection of boilers for the past year.

I beg leave to state that my work increases yearly, there being now about 430 boilers in the Colony, the inspection of which keeps me continually occupied. The number of boilers examined by me the past year was 240. To a few of that number I would have liked to have given a little more attention, but appointments with other parties forced me to leave them until the following year.

INSPECTION OF BOILERS.

Visits of Inspection.....	391
Internal and External	270
Hydrostatic tests applied.....	36
Hydraulic test applied	23

RESULTS OF THESE VISITS.

Boilers condemned as unsafe	3
Boilers found imperfect	53
Boilers made in the Colony.....	11
Notices of Inspection	242
Certificates issued	242
Fees for inspection	\$2,317

My services were availed of at the following public institutions : General Post Office, Customs Building, East, West and Central Firehalls. Also examining boilers of S.S. *Fiona* and steam dredge.

I have the honour to be,

Sir,

Your obedient servant,

A. McLACHLAN,

Inspector of Boilers.

HON. ELI DAWE,

Minister of Marine and Fisheries.

ST. JOHN'S, NEWFOUNDLAND,

JANUARY 9th, 1907.

SIR,—

I have the honour to report to you for the information of your Government the results of twenty-nine surveys held on new vessels built in this Colony during the past year, and have been submitted for bounty, and that fourteen only of the same were found eligible and received bounty to the extent of over Three Thousand Dollars, whilst the fifteen not eligible and refused, represented over Twenty-Five Hundred Dollars. The gross tonnage of the twenty-nine vessels is 1,469 tons.

Therefore it will be observed that less than half of the number of vessels submitted received the bounty, and that in consequence of non-compliance with the Act.

The sealing fleet of vessels are, in my opinion, all in very good order and condition, all necessary repairs having been carried out satisfactorily.

A fair amount of employment has been obtained on repairs during the past year. Fifty-five vessels have been surveyed and repairs carried out, fifteen of that number being damaged.

I may state that sixteen vessels have been attended to relative to life saving appliances, surveyed and fitted, in accordance with the requirements of the Merchant's Shipping Act.

I have the honour to be,

Sir,

Your obedient servant,

G. WHEATLEY,

Surveyor.

HON. ELI DAWE,

Minister of Marine and Fisheries.

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 statements hereto attached, marked Schedule "E," numbers 1, 2, 3, 4, 5, 6, 8, 9, 11A, 11B, 11c, 11D, and 12, are correct and true to the best of my knowledge and belief.

(Signed) HECTOR McNEIL.

Sworn at St. John's, this 11th day of January, A.D., 1907.

Before me,

(Signed) J. J. FLANNERY,

Justice of the Peace.

REID NEWFOUNDLAND COMPANY.

OFFICE OF THE VICE-PREIDENT,

ST. JOHN'S, JANUARY 9th, 1907.

RT. HON. SIR R. 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.

For period between June 30th, 1905, and June 30th, 1906.

No. 1.—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.	

For a period between June 30th, 1905, and June 30th, 1906.

No. 2.—BONDS, ETC., NEGOTIATED.

Amounts.	Rate of Interest.	Date.	Price
Nil.	Nil.	Nil.	Nil.

For a period between June 30th, 1905, and June 30th, 1906.

No. 3.—SALES OF LAND BY THE CONTRACTOR.

Acres Sold.	Price.	Amount.
3,904.

No. 4.—For period between June 30th, 1905, and June 30th, 1906.

FLOATING DEBT.

Amount.	Rate of Interest.	Remarks.
Nil.	Nil.	Nil.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) W. D. REID,

Vice-President.

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	21.62
Length of Branch Line, Placentia Junction to Placentia.....	20.00
Length of Branch Line, Notre Dame Junction to Lewisporte.....	9.84
Total mileage worked	635.03
Length of road laid with steel rails	635.03
Length of sidings .. . . .	.....
Weight of rail per yard, Main Line, steel	50 lbs.
Weight of rail per yard, Broad Cove Branch, steel	35 lbs.
Number engine house and shops.....	12
Number of engines	23
Number of first class passenger cars	19
Number of second class and emigrant cars.. . . .	14
Number of baggage, mail and express cars	5
Number of cattle and box freight cars	64
Number of platform cars	241
Number of coal cars	21
Nature of fastenings to secure joints of rail, 2 fish-plates and 4 bolts	

Number of level road crossings without watchmen	185
Number of overhead bridges	1
Height of overhead bridges above rail level.....	18 feet
Number of Junctions with branch lines.....	8
Radius of sharpest curve.....	409 feet
Number of feet per mile of heaviest gradient	132 feet

This forms enclosure to letter from Reid Newfoundland Company of date 19th March, and is a corrected return to be substituted for the No. 5 already put in by them.

(Sgd.)

A. MEWS,
Deputy Colonial Secretary.

RT. HON. SIR R. BOND, K.C.M.G., P.C.,

Premier and Colonial Secretary.

SIR,—

We furnish the following information in accordance with Schedule "E" in Contract of 1901.

No. 6.—For period between June 30th, 1905, and June 30th, 1906.

COST OF RAILWAY AND ROLLING STOCK.

Cost of Grading, Masonry, Building Stations, &c	} \$15,600.00 &c. per mile.
Cost of Rolling Stock of all kinds, including workshops	

No. 8.—For period between June 30th, 1905, and June 30th, 1906.

DESCRIPTION OF FREIGHT.

1. Flour in barrels	21,912,605 lbs.
2. Live Stock.....	1,177,890 "
3. Lumber	83,624,240 "
4. Fish	5,154,495 "
5. Manufactured Goods	2,797,010 "
6. Other articles	112,916,617 "
	<hr/>
	227,582,857 lbs

No. 11D. — For period between June 30th, 1905, and June 30th, 1906.

OPERATION EXPENSES : GENERAL.

1. Office expenses, management, &c	\$88,619.43
2. Agents and station service and advertising	46,443.24
3. Conductors and trainmen	20,365.89
4. Compensation for injuries	377.75
5. Loss and damage to freight	2,713.74
6. Cattle killed	1,211.81
7. Ferries, &c .. .. .	.....
8. Foreign agencies..... .. .	.....
9. Station supplies, fuel and light..... .. .	7,295.34
10. Other general expenses	13,689.74
Train supplies and expenses..... .. .	15,122.23
Telegraph expenses	15,826.39
Wrecking	1,011.58
Switchmen, flagmen and watchmen	1,255.20
Stationary and printing	4,073.17
Legal expenses..... .. .	1,139.83
	\$219,145.34

No. 12. — For period between June 30th, 1905, and June 30th, 1906.

SUMMARY OF OPERATING EXPENSES.

A	\$137,655.64
B	168,473.98
C	23,139.04
D	219,145.34
	\$548,414.00

OFFICE OF THE VICE-PRESIDENT,

ST. JOHN'S, JANUARY 9th, 1907.

SIR,—

We furnish herewith returns in accordance with Schedule "E," numbers 5, 7, 10 and 13, as outlined in the Contract of 1901.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) W. D. REID,

Vice-President.

RT. HON. SIR R. BOND, P.C., K.C.M.G.,

Premier and Colonial Secretary.

City.

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 11th day of January, A.D., 1907.

(Sgd.) J. J. FLANNERY,

Justice of the Peace.

1 ED. VII. Nfld. Railway (Amdt.) Act, Cap. 6.
January 1st to December 31st, 1906.

ACCIDENTS.

Cause of Accident.	Passengers.		Employees.		Others.	
	Killed	Injured	Killed	Injured	Killed	Injured
Fell from cars or engines		2	2	5		
Jumping off when in motion.....	1	1	.....	1	1	
Walking or being on track.....			2	2	1	1
Putting arms or heads out of windows.....				4		
Coupling cars.....				1		
Collisions.....						
Explosions						
Striking bridges.....						
Total.....	1	3	4	13	2	1

ED. VII. Nfld. Railway (Amdt.) Act, Cap. 6.
January 1st to December 31st, 1906.

The following is a statement of the date of each accident, the place where it occurred, the cause of the accident, the extent of the injury to each person injured, and the name of each person.

Date.	Name and Place.	Nature and Cause of Accident.
1906.		
Jan. 25.	Thomas Foley, Holyrood Shute.	Fell off running board of engine while train in motion, shaken up somewhat.
" 27.	Albert Peddle, Topsail.	Struck by stick he was using while coupling Passenger cars, face cut slightly.
Feb. 3.	W. H. Davidson, Brigus-Junct.	Fell off end rear car, No. 8 train while standing at Station, neck cut under chin.
" 12.	Samuel Lane, Bay Roberts.	Ran into engine, No. 4 train, with horse and carriage at crossing. Man badly shaken up, horse took charge.
Mar. 3.	Thomas Devereaux, Avondale.	Found lying along side track 80 yards West of Station. Supposed to have been stealing a ride on train and fell when jumping off. Died 1 hour later.
" 12.	Thomas O'Brien, Birchy Cove.	Struck by snow plow while walking on track, $\frac{3}{4}$ miles East of Station. Died 2 hours later.
" 17.	Thomas Robins, Port aux Basques.	Struck in abdomen with lever of flanger. Man came to Hospital for treatment.
" 25.	Allan McKinnon, Overfall.	Struck by plow by East bound Express while pushing handcar up grade. Killed instantly.
" 25.	John McIsaac, Overfall.	Struck by plow on Eastbound Express while pushing handcar up grade. Seriously injured.
May 3.	Mary Daly, 140th mile.	Jumped off East bound Express; cut about head and legs.
" 28.	Benjamin French, St. John's.	Knocked down by yard engine; one foot cut off at ankle. Sent to Hospital for treatment.
Jun. 7.	Thomas Foley, and Jonathan Hutchings, 6 miles East Placen.	Instantly killed by engine turning over.
" 9.	Michael Sullivan and Wm. Sullivan, Bank Head.	Slightly injured acct. engine and flat car running off track. Both men riding on flat.
" 26.	John McBride, Benson's Siding.	Fell off No. 1 train. Under influence of liquor. Bruised about face and body.

Date.	Name and Place.	Nature and Cause of Accident.
1906, July 27.	George Lafleur, N. D. Junction.	Fell when jumping off moving train ; cut left leg below knee.
Aug. 12.	Annie Knee, Kane's Valley.	Jumped off moving train ; one leg cut off and otherwise injured. Died in Hospital next morning.
" 31.	Joseph Guy, Bay of Islands.	Right leg badly cut in engine cab by running into car foul of main line.
Sep. 20.	Permanus King, Lewisporte.	Run over while repairing cars in yard. Died five hours later.
" 20.	William Billard, Millertown Junction.	Left hand caught while coupling cars. Slight flesh wound.
Oct. 6.	John Pender, St. John's.	Caught between two cars while coupling ; collar bone fractured.
Nov. 4.	John Davey, Harbour Grace.	Fell off excursion train while in motion. No injuries received.
" 8.	Richard O'Neil, Brigus Junction.	Left hand caught while coupling cars ; hand cut, no bones broken
Dec. 16.	H. C. Carey, N. W. Grade, Port Blandford.	Fell off train while applying brakes, not injured.
" 17.	William McCornick, Woodford's.	Fell off tender of engine while trimming coal. Somewhat shaken up.

January 1st to December 31, 1906.

1 Ed. VII., Return made under Sec. 25, Nfld Railway (Amdt.) Act, Cap. 6.

January 4th.—Engine on No. 2 blew down 1 mile east of Maccles outlet, account tube giving out in firebox. Train delayed two hours. Engine had to be towed to Clarendville. 8.40 a.m.

January 9th.—Tail rope broke while engine 60 shunting for coal steamer, Placentia. One coal car jammed in at end of wharf, two other cars slightly damaged. 4.00 p.m.

January 18th —Engine 61, No. 9 train, ran over points at coal siding, Brigus Junction. Switch turned wrong. Train delayed two hours. 8.00 p.m.

January 22nd.—No. 10 train, engine 60, about half mile east of Carbonear, stud blew out under firebox, letting steam off engine. Train delayed 3 hours 45 minutes. 6.35 a.m.

February 1st.—Engine 151, No. 5 train, blew out fusible plug, half mile east of Rantem. Gave up train and was towed to St. John's. No other damage. 1.00 a.m.

February 1st.—Light engine 61 backing up got tender off track at 87 mile. Twisted tender truck somewhat. Caused soft road, heavy thaw. 1.00 p.m.

February 9th.—Box car 1156, on No. 5 train, found with one truck off track on arrival at Spruce Brook water shute, ran about five miles with truck off, not noticed owing to snow. Caused by spread. No damage done. 6 00 a.m.

February 18th. - Colonist car 302, on No. 2 train, mounted points, Kitty's Brook "Y" sharp flange. 20 ties damaged. Train delayed 2 hours. 5.15 p.m.

February 19th.—Engine 62, No. 8 train, leading driving wheels off track, half mile west of Talcville. Caused by spread. No damage. Train delayed 25 minutes. 9.05 p.m.

March 4th.—Engine 108, No. 6 train, rear pair of wheels of tender off track, just west of 262nd mile. Caused by broken rail. Broke up 50 track bolts and spikes. Train delayed 30 minutes. Same train, front truck of box car 1152 broke down putting car off track one mile west of Benton. No other damage. Train delayed 8 hours 40 minutes. 8.15 a.m.

March 6th.—Plow 804, No. 1 train, off track about six miles west of Cook's Brook. Front truck twisted, king bolt and check chains broken. Caused by hard snow and ice on track. Train delayed 12 hours. 3.00 a.m.

March 14th. - Sleeper Bonavista, No. 1 train, trail truck off track just west of 228th mile post. Brake gear damaged. Caused apparently by rough track. Train delayed 45 minutes. 7.25 a.m.

March 17th.—Engine 61, No. 7 train, loose tire on right leading driving wheel, between Villa Marie and Placentia. Train delayed three hours. 2.30 p.m.

March 19th.—Engine 103 and baggage car 506 off track west end of North Branch Siding, on No. 1 train engine went over on left hand side of track and tipped over 6 feet dump. King bolt broke and front truck of baggage car turned across track, truck remaining on rails. Engine slightly damaged. Ran to Bay of Islands under her own steam. Cause not ascertained. 10.45 p.m.

March 22nd.—Baggage car 500, on No. 10 train, mounted points going in on siding, Bay Roberts. Bent king bolt and broke chains. Caused by sharp wheel. Train delayed 1 hour, 40 minutes. 7.40 a.m.

March 29th.—No. 5 train ran into empty flat cars, foul of main line, west end of through siding, Clarenville, putting three empty flats off track, damaging them considerably; also stripping one side of engine 107. Train delayed 8 hours. 1.30 a.m.

April 11th.—Box car 1046, No. 6 train, dropped between rails just east of 231st mile, truck slightly twisted, track damaged 10 rail lengths. Caused by loose wheel on car. 9.00 a.m.

April 13th. Engine 41, No. 15 train, broke axle leading wheel trail tender truck, about two and a half miles east of Harbor Grace. No other damage. Train delayed 10 hours and 45 minutes. 9.40 p.m.

April 18th.—Front truck, box car 1042, No. 6 train, off track at 170th mile post. Track tore up 29 rail lengths, one truck disabled. Cause unknown. Train delayed three hours. 9.45 a.m.

April 22nd.—Engine 103 and five box cars, on No. 5 train, derailed 5 miles west of Cook's Brook; track spread. Slight damage to track, none to engine or cars. Train delayed 14 hours. 5.00 p.m.

April 24th.—First Class 13, No. 7 train, off track two miles east of Brigus Junction. Track torn up 8 rail lengths, one truck of car slightly damaged. Cause not known. Train delayed 20 minutes. 11.20 a.m.

May 1st.—Box 1070, No. 5 train, off track at 180th mile post. No apparent cause. Ten ties broken up, 1 king bolt broken. Train delayed 6 hours. 11.00 a.m.

May 3rd.—Dining car No. 1, No. 1 train, off track half mile east of Tickle Harbor. Cause not ascertained. Track damaged three car lengths. One truck slightly damaged. Train delayed two hours, 30 minutes. 11.00 p.m.

May 5th.—Box 1070, No. 5 train, derailed just east of 255th mile post, car turned over on its side, king bolts and brake gear broken, track torn up four rail lengths. 5.35 p.m.

May 11th.—Sleeper Codroy, No. 1 train, rear truck off track about two miles

east of Cook's Brook. Little damage to truck of car, none to track. Train delayed four hours, 40 minutes. Caused owing to soft road. 6.50 p.m.

May 13.—First class, No. 14, No. 2 train. leading truck off track $3\frac{1}{4}$ miles east of Codroy water shute. Ties broken up three rail lengths. No damage to cars. Train delayed 1 hour. 9.20 a.m.

May 19th.—Sleeper Trinity and Buffett No. 3, off track at 97th mile post, on No. 2 train, account track spreading. Track torn up about 8 rail lengths. No damage to cars. Train delayed 1 hour. 9.20 a.m.

May 21st.—No. 1 train ran into washout 1 mile east of Stephenville. Engine 103 turned over on its side, baggage car partly over, second class and dining car off track; 300 ties and 8 rails damaged. Engine stripped on right side, slight damage to cars. Train delayed 3 hours, 35 minutes. 6.00 p.m.

May 26th.—Trail driving wheel tire left side Engine 107, No. 2 train, broke 7 miles west of Terra Nova. No other damage. Train delayed 5 hours. 9.30 a.m.

June 7th.—Engine 42, No. 3 train, broke crank pin between Whitbourne and Placentia Junction. No other damage. Train delayed 1 hour, 15 minutes. 12.10 a.m.

June 7.—Engine 61 and three boxes, 1 flat derailed $1\frac{3}{4}$ miles west of Ville Marie, engine and two cars over on their side. Engine badly damaged. One box end and sides broken up, other cars slightly damaged. Caused by fast running. 6.15 p.m.

June 9th.—Engine 40 derailed 1 mile east of Bank Head, engine turned over on side; track torn up 4 rail lengths. Engine cab broken and other slight damages. 10.00 a.m.

June 10.—Engine 104, No. 2 train, engine truck disabled, just west of Gaff Topsail siding. No other damage. Train delayed 6 hours, 30 minutes. Midnight.

June 16th.—Engine 62, No. 4 train, tire of rear wheel of leading tender truck came off between Harbor Grace and Tilton. No other damage. Train delayed 2 hours, 20 minutes. 5.30 p.m.

June 26th.—No. 1 train ran in on siding, Brigus Junction. Account switch turned wrong. Collided with engine 42 standing on siding. Pony truck and front driving wheels 106 derailed, and slightly damaged front end both engines. No other damage. 7.15 p.m.

June 27th.—Box 1052, No. 1 train, forward truck off track $\frac{3}{4}$ mile west of Holyrood. Cause unknown. Track damaged $1\frac{1}{2}$ miles. Truck disabled. Train delayed 1 hour. 6.55 p.m.

July 4th.—Box 1052, No. 7 train, off track at Lance Cove Head. One truck disabled, other damaged. Caused by loose wheel. Train delayed 4 hours. 9.50 a.m.

July 13th.—Diner 5, No. 1 train, off track just east of Bay of Islands Station. Car partly over on side. Front truck of first class also off. No damage to track.

One truck of diner slightly damaged. Cause not ascertained. Train delayed three hours, ten minutes. 2.40 p.m.

July 20th.—Diner 5, No. 1 train, derailed about 3 miles east of Cook's Brook. Car leaning over against side of bank. Track not damaged. Slight damage to car. Caused by car riding badly owing to rough track. Train delayed 3 hours. 3.50 p.m.

July 25th.—Diner 1, first class and sleeper, No. 2 train, off track just west of Cook's Brook siding. Caused by track spreading. Slight damage to track, none to cars. Train delayed 2 hours, 50 minutes. 3.20 p.m.

July 26th.—Two loaded box cars and passenger cars, No. 5 train, derailed at 186th mile. One car over on side, one truck totally disabled, other truck damaged, other car not damaged. Cause, broken flange on car 1028. Train delayed 9 hours. 7.45 a.m.

Sept. 20th.—Lewisport yard engine 22 with train lumber collided with empty flats on "Y" account switch wrongly set; 2 empty flats badly damaged. 9.40 a.m.

Oct. 8th.—Loaded flat 1363 on up freight special, left track about $\frac{1}{2}$ mile west of Topsail, account spread. No damage to car; slight damage to track. 1.15 p.m.

Nov. 22nd.—Engine 151, No. 2 train, ran over points Placentia Junction, account switch wrongly set. No damage. Train delayed 1 hour 25 minutes. 5.25 p.m.

Nov. 27th.—Second-class 218 on down special, derailed $1\frac{1}{2}$ miles west of Arnold's Cove, account axle breaking. Both trucks disabled, body of car slightly damaged. 2.15 p.m.

Nov. 30th.—Engine 103 on down special, backing up for balance of train, 4 miles west of Notre Name Junction ran into cars, account being unable to reverse engine, broke tender frame, and tender drawbar casting knocked off, broke drawbar of flanger 1010. 11.25 p.m.

December 5th.—Engine 109, No. 1 train, broke piston rod in cross head, 4 miles west of Bishop's Falls, gave up train. Delayed 1 hour, 30 minutes. 10.20 a.m.

December 23rd.—Six cars, down freight special, derailed 1 mile east of Kelligrews. Cause not ascertained. Track torn up 15 rail lengths. Slight damage to two cars. Train delayed 10 hours. 11.30 p.m.

ST. JOHN'S,
[S.S.]

I, Albert Pretty, of St. John's, Chief Despatcher of the Reid Newfoundland Co., 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 11th day of January, A.D., 1907,

J. J. FLANNERY,
Justice of the Peace.

TABLE I.



MOVEMENT OF TOTAL TRADE FROM 1.1.88 TO 30.6.1904.

Trade of 1888 as 100.

ACTUAL PERCENTAGE OF TOTAL TRADE - EACH YEAR.

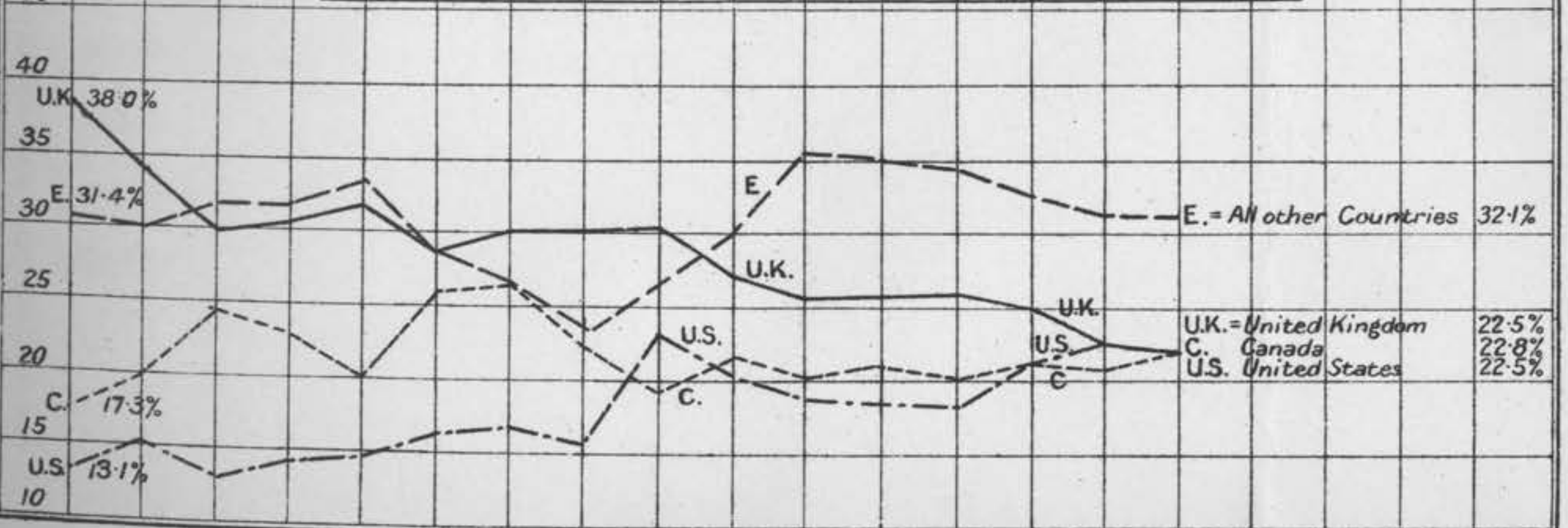


TABLE I.

TOTAL TRADE, IMPORTS & EXPORTS, OF NEWFOUNDLAND FROM 1ST JANUARY 1888 TO 30TH JUNE 1904, EXPRESSED IN DOLLARS.

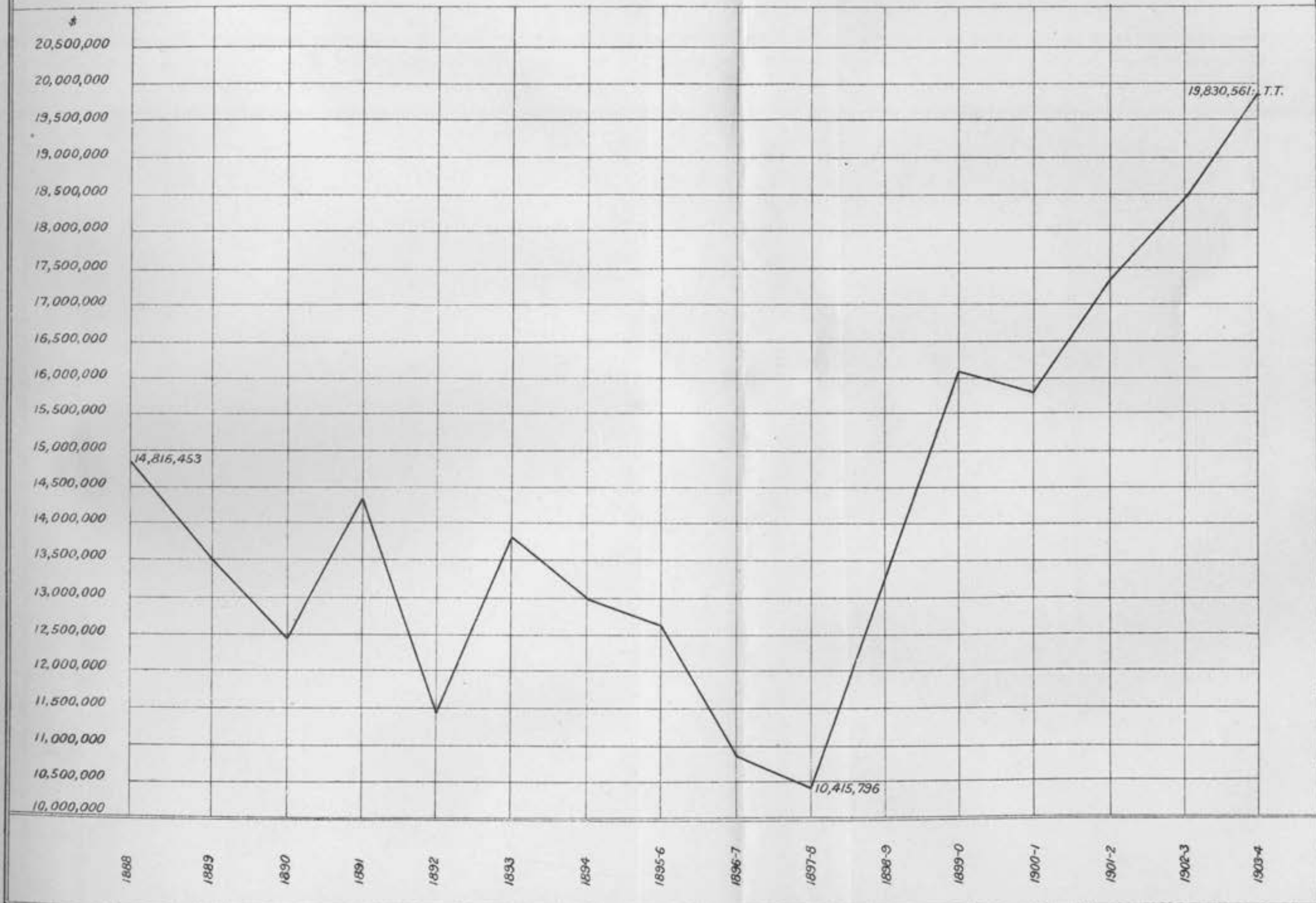


TABLE I.

TOTAL IMPORTS AND TOTAL EXPORTS OF NEWFOUNDLAND; AND TOTAL TRADE WITH THE UNITED KINGDOM, CANADA, THE UNITED STATES, AND ELSEWHERE FROM 1ST JANUARY 1888 TO 30TH JUNE 1904, EXPRESSED IN DOLLARS.

T.I. = Total Imports. T.E. = Total Exports. U.K. = Total Trade United Kingdom. Ca. = Total Trade Canada. U.S. = Total Trade United States. E. = Total Trade with all other Countries.



TABLE III.

IMPORTS INTO NEWFOUNDLAND FOR THE SIXTEEN YEARS ENDING JUNE 1904, EXPRESSED IN VALUE.

U.K.=United Kingdom, C=Canada, U.S.=United States, and E=Elsewhere.

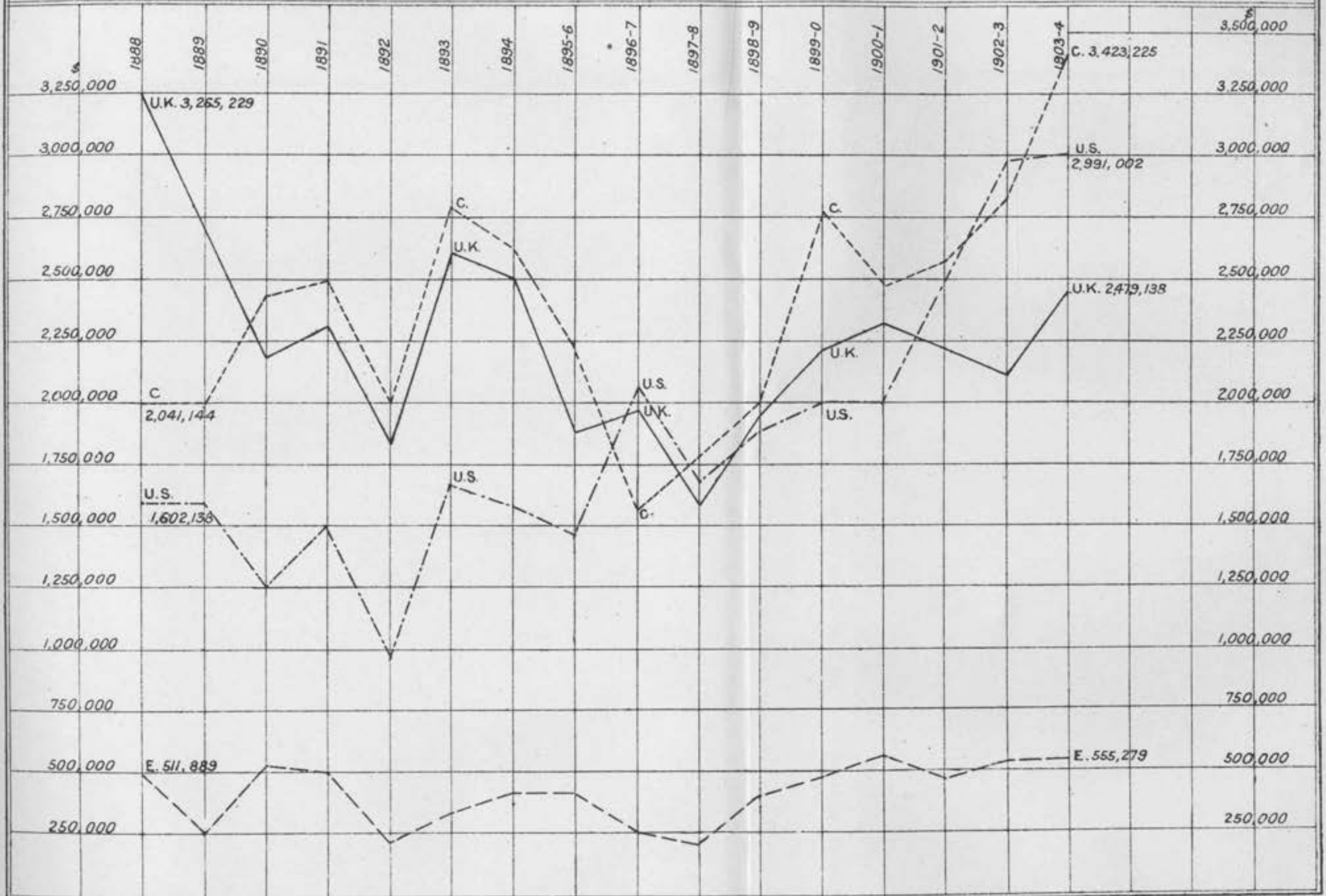


TABLE III.

TOTAL IMPORTS INTO THE COLONY OF NEWFOUNDLAND FOR THE SIXTEEN YEARS FROM 1888 TILL JUNE 1904
EXPRESSED IN VALUE.

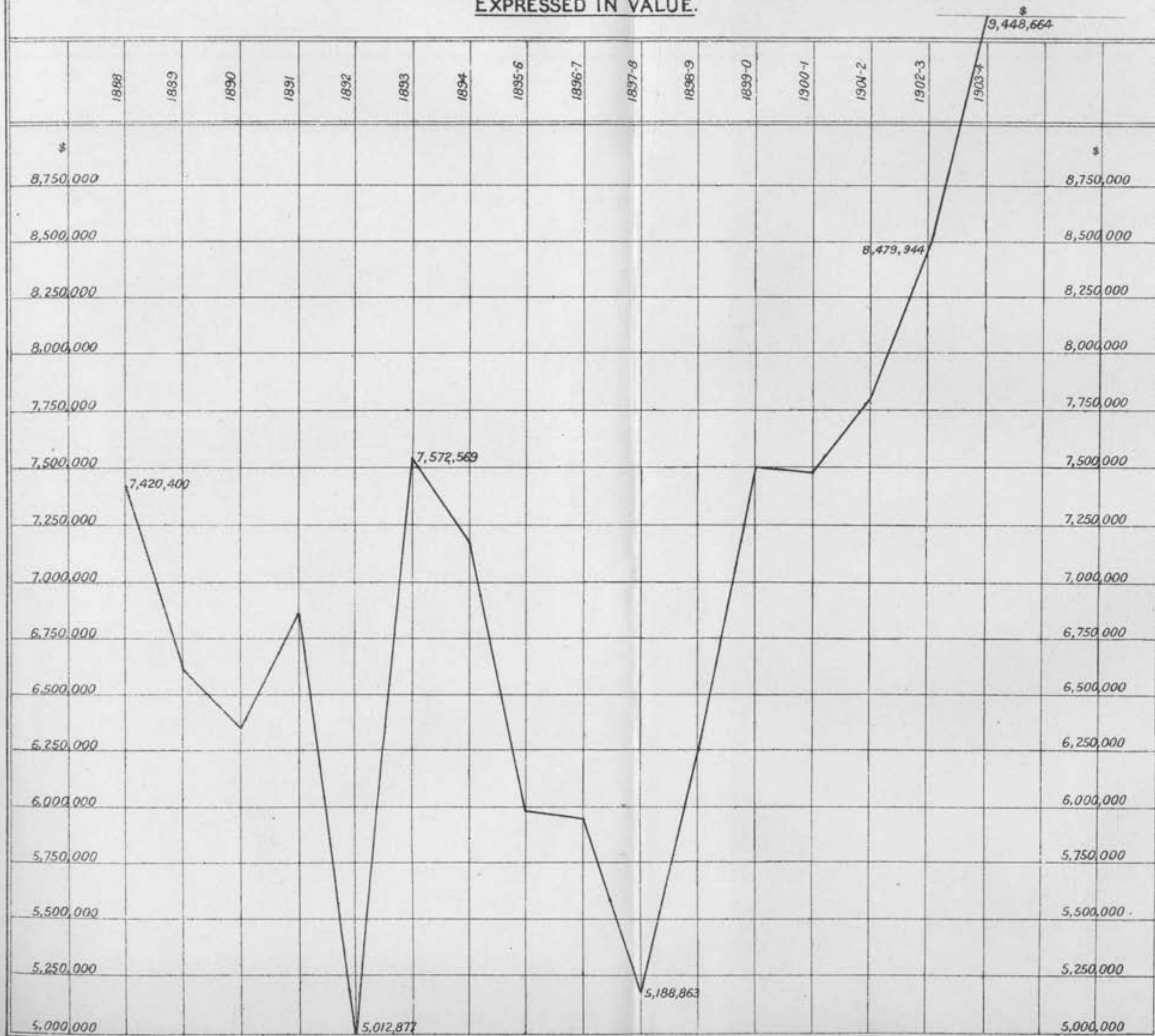


TABLE V.

EXPORTS, IN VALUE, FROM 1888 TO JUNE 1904.

U.K.=To the United Kingdom. Can.=To Canada. U.S.=To United States. E=To all other Countries.

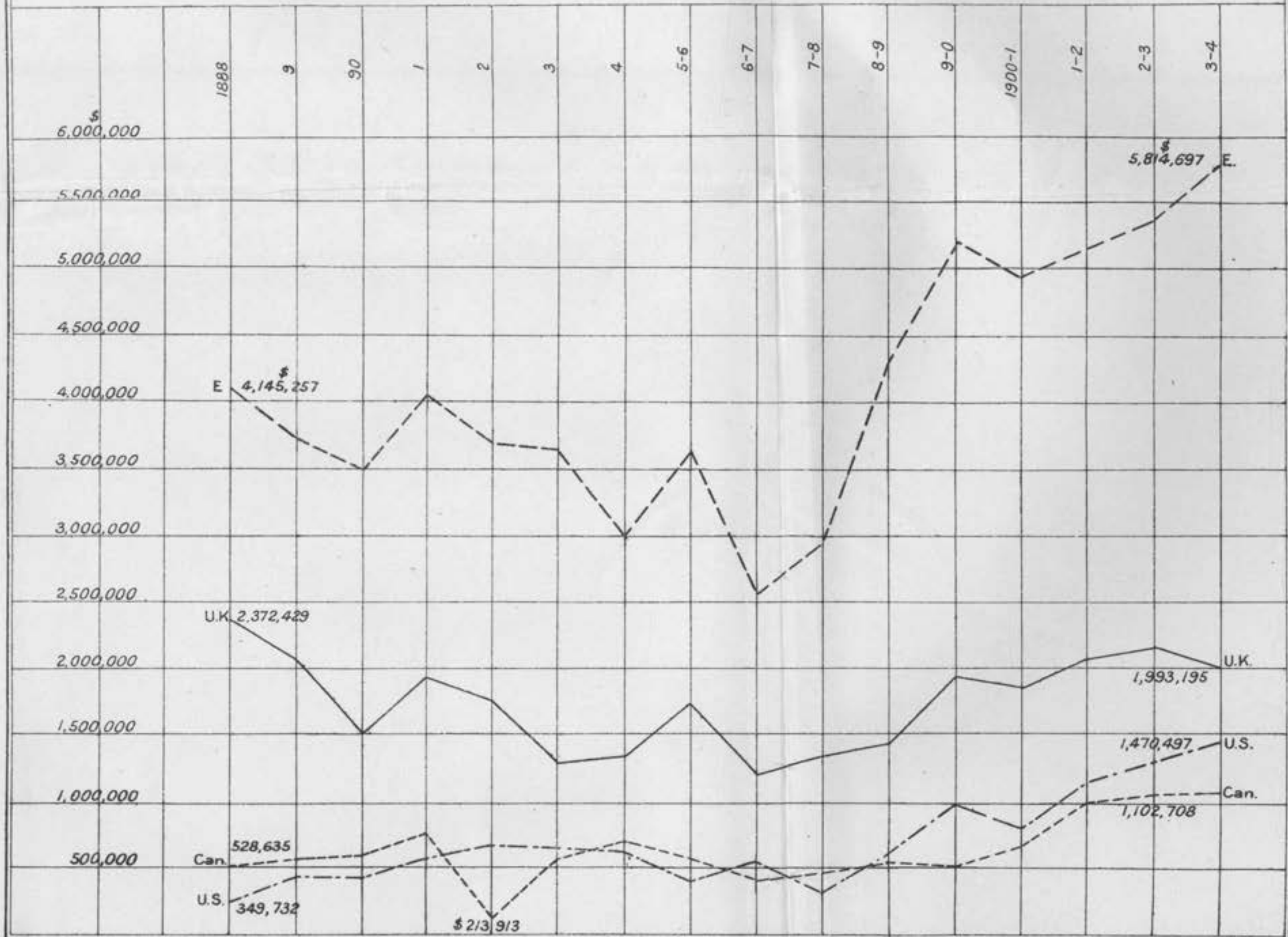


TABLE V.

TOTAL EXPORTS FROM NEWFOUNDLAND, EXPRESSED IN VALUE, FROM 1888 TILL 30TH JUNE 1904.

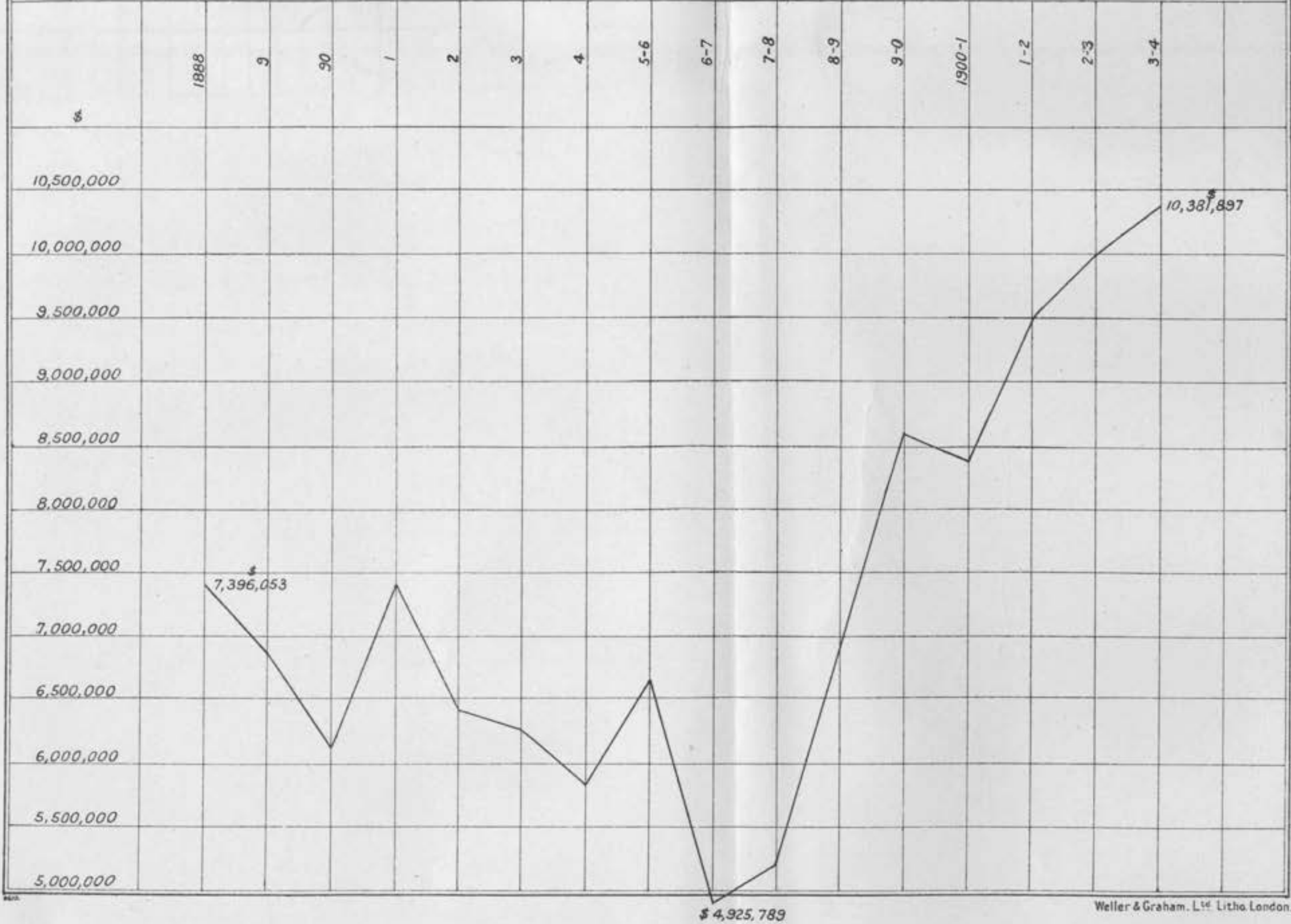
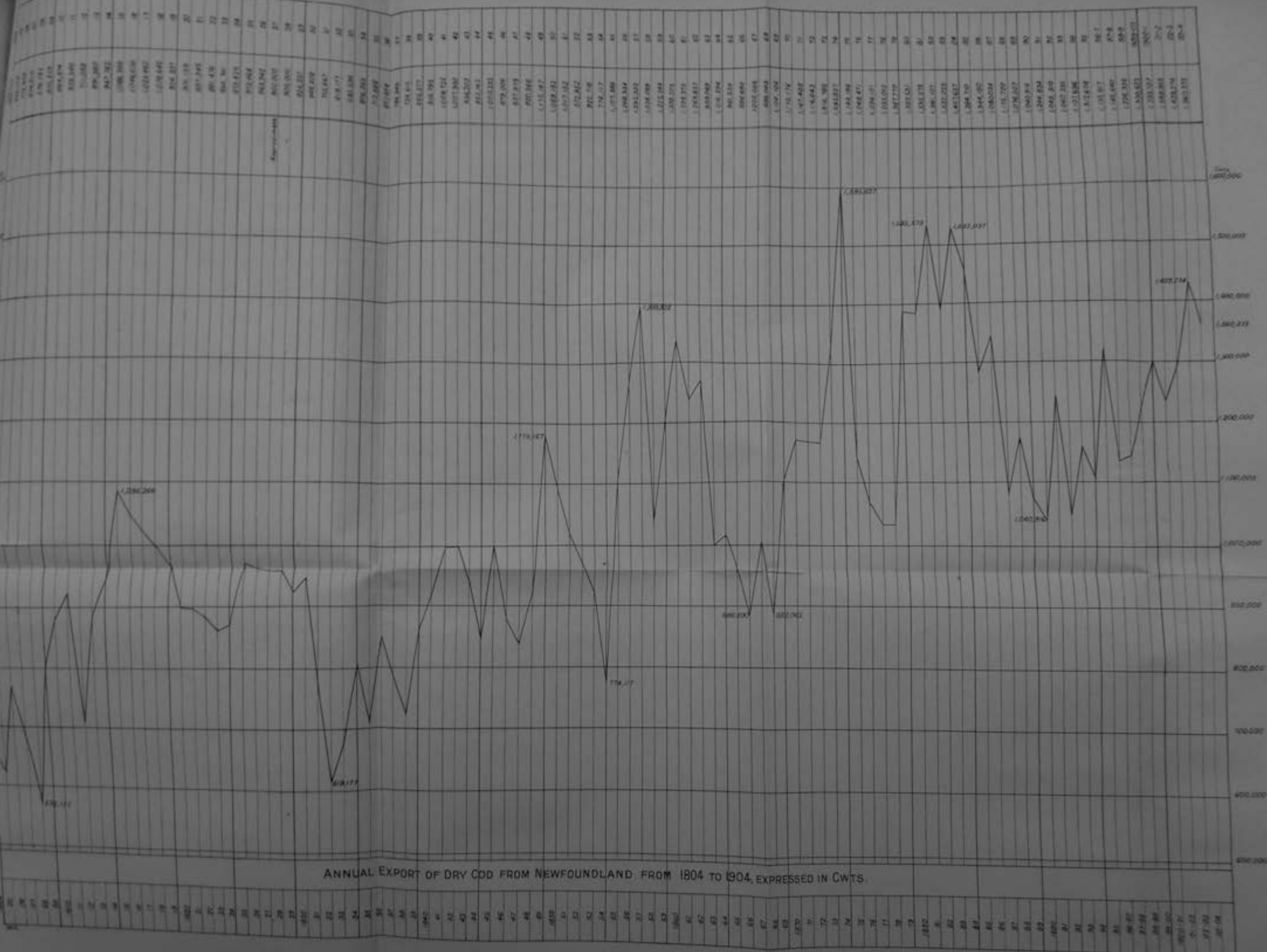


TABLE VI



ANNUAL EXPORT OF DRY COD FROM NEWFOUNDLAND FROM 1804 TO 1904, EXPRESSED IN CWT.

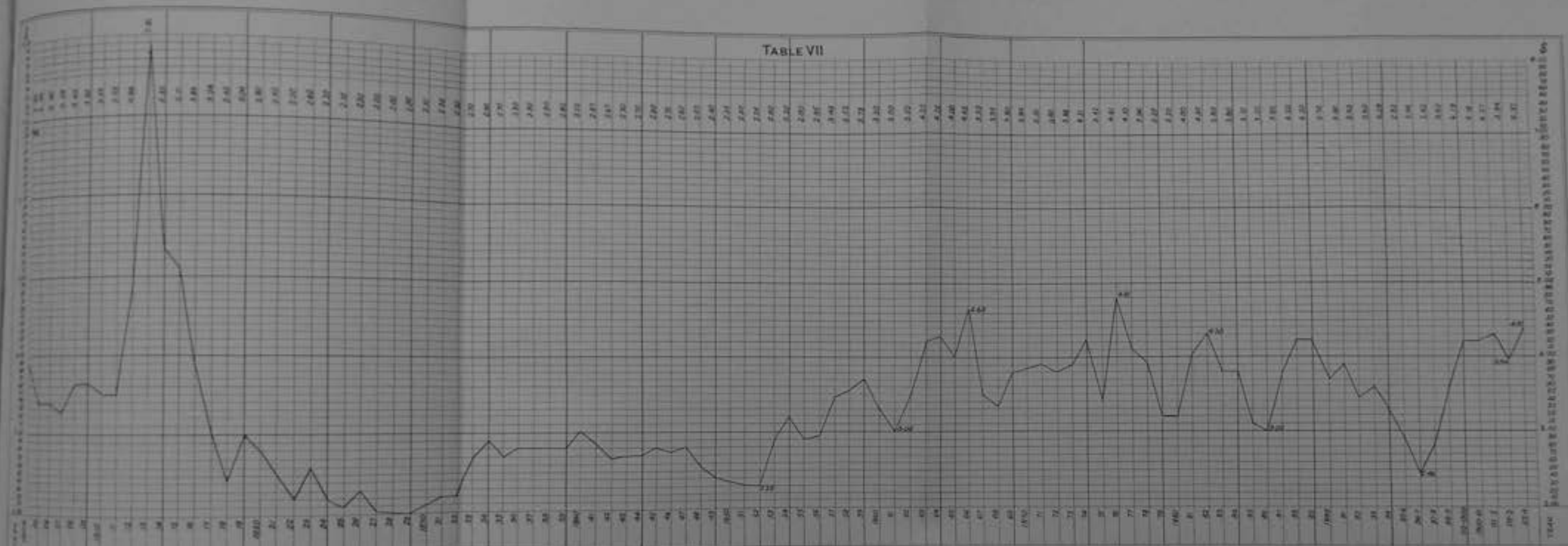
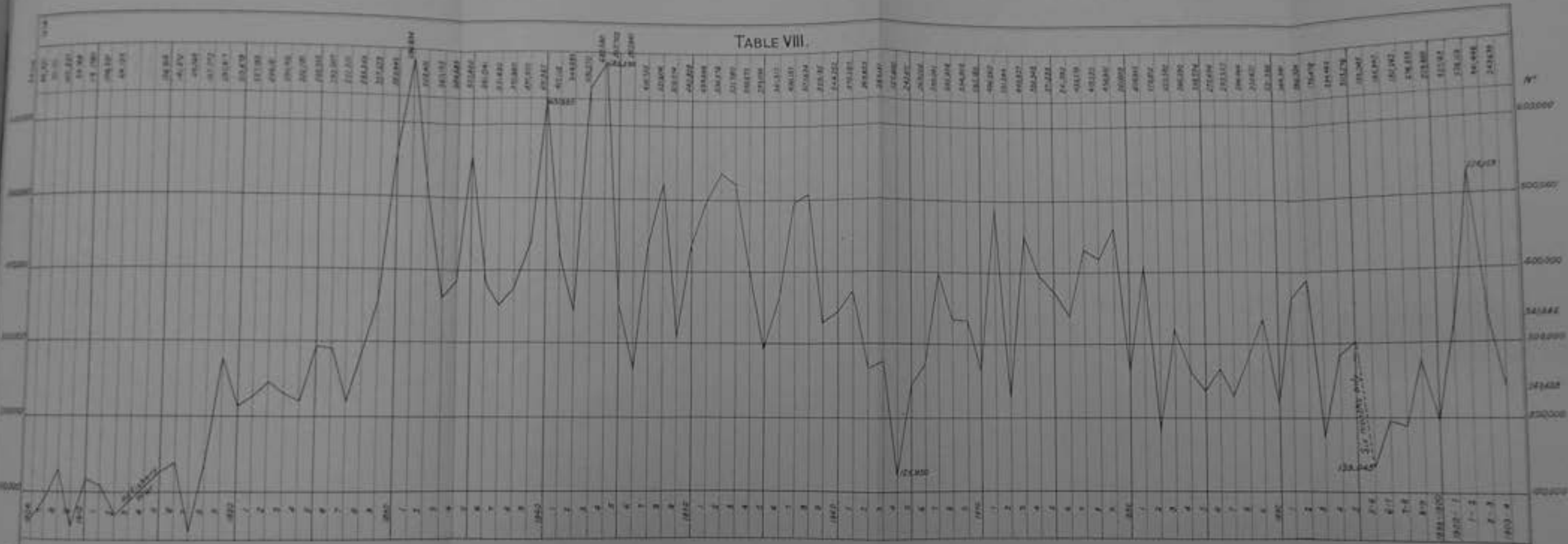


TABLE VII

MEAN ANNUAL PRICE OF DRY CODFISH, EXPORTED FROM NEWFOUNDLAND FOR EACH YEAR FROM 1804 TO 1904.

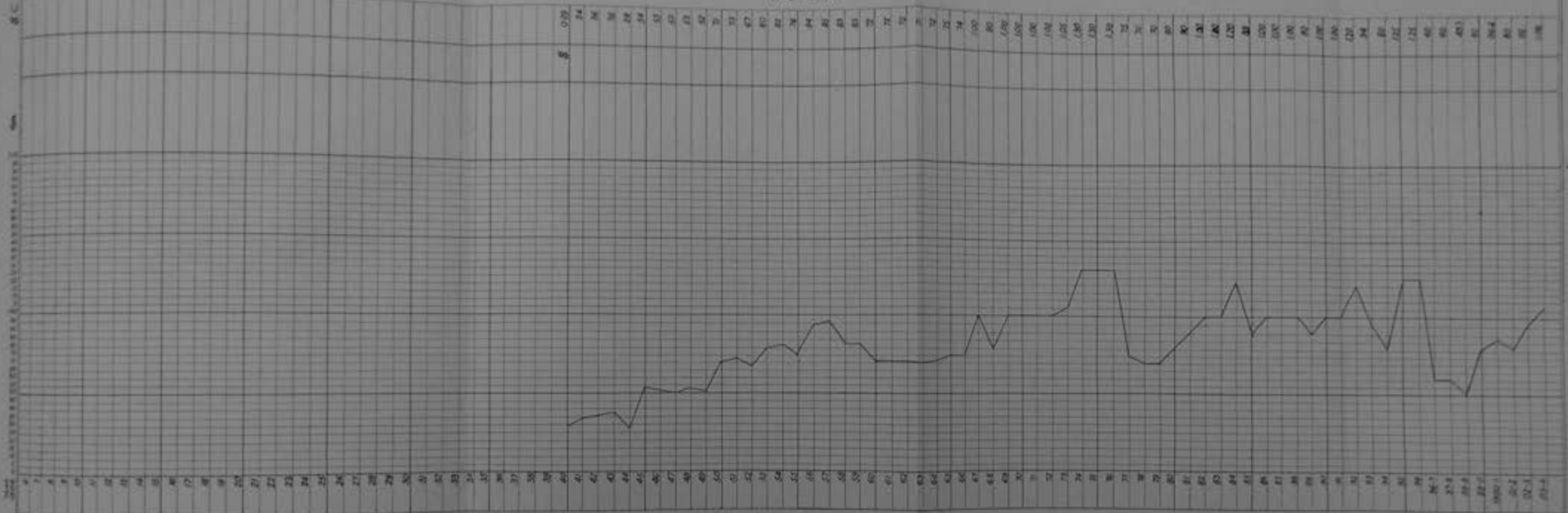
TABLE VIII.



NUMBER OF SEAL SKINS EXPORTED FROM NEWFOUNDLAND ANNUALLY FROM 1805 TO 1904.

From the records of the Department of Fisheries.

TABLE IX.



AVERAGE ANNUAL PRICE OF SEAL-SKINS EXPORTED FROM NEWFOUNDLAND.

NEWFOUNDLAND.

REPORT ON THE FOREIGN TRADE AND COMMERCE OF
NEWFOUNDLAND.

Governor Sir WM. MACGREGOR to MR. LYTTELTON,

Government House, St. John's, January 31st, 1905.

SIR,—

I have the honour to forward herewith, for your information, a report I have prepared on the foreign trade and commerce of this Colony. I regret that neither the report nor the tables accompanying it can be said to be as full and precise as one would wish them to be. I should say frankly that this is not due to inattention on my part, nor to unwillingness on the part of officers to furnish me with information, but it is to be attributed to the fragmentary nature of the statistics available. I understand that a great many of the records of the Colony were lost through the several destructive fires that have devastated St. John's. This seriously affects all statistics of early dates.

Up to the present time the Blue Books for the last three fiscal years, from 1901-02 to 1903-04, have not yet been published.

I have re-cast all the trade returns contained in those records, and have tried to put the whole into such form as may give you a fair idea as to the state of the trade of Newfoundland up to last June. In this report the finances of the Colony are not specially dealt with. I hope to now give attention to that subject and to submit in due course a report thereon.

2. It will be observed from the report that this Colony has for the last five years enjoyed unprecedented prosperity. But the lesson of greatest importance to be learned from Table IV., which shows the movements of the total exports for each of the last sixteen years, is that the fluctuations in the income of the Colony are so great as to demand that in ordinary prudence some provision should be made in years of plenty to meet bad seasons. This is not the place to discuss this point in detail. But it may be observed that the remark applies with equal force to both public and private incomes. For example, so recently as 1896-97, exports amounted to only \$4,925,789; while last year they realised \$10,381,897. This fact would seem to indicate that all possible facilities should be given to the public to lay past savings in prosperous seasons, while concurrently the Government added at such times to a substantial revenue reserve fund. Such precautions would be necessary under any circumstances in the face of such perturbations of income as are demonstrated in this report, but they are doubly necessary in a community that is dependent on other countries for its food, its clothing, and its fuel.

3. The resources from which the sum total of the exports is made up are fully shown in the report; but it may be mentioned here that they in the main consist of the proceeds of the exports of dry cod, of minerals, and of the seal and whale fisheries, and that about four-fifths come from the fisheries.

4. From the two graphic Tables, VI. and VII., you will see at a glance the great variations, both in quantity and in price, of dry cod, the principal co-efficient in the sum of the exports. I have been able to carry these two tables back for a period of one hundred years, which forms a record of great interest. It may be mentioned here that in 1894 the export of dry cod was only 1,107,696 cwts. ; and in 1902-03 it was 1,429,274 cwts., which was an advance of 29 per cent. on the former. In 1896-7 the average price a hundredweight was \$2.48 ; in 1903-04 it was \$4.37, a difference of 76.2 per cent.

The clear upward tendency, especially of the poor seasons, is certainly satisfactory in the case of the dry cod export. It would seem to indicate that there is no falling off in the numbers of this fish that frequent these seas.

Very little has been done to increase the production of the fisheries by artificial means, or to standardise exports. The Ministers of the Colony recognise the desirability of employing an experienced Inspector of Fisheries, possessed of the necessary scientific knowledge required to deal with such questions as cod-traps, hatcheries, &c. ; and I understand that steps have been taken to secure the services of such an officer. There can be no doubt that very much could be done here by improving the methods of curing fish, and by introducing new modes of preparing them for export ; while at the same time the quantity obtainable could in several branches be much increased.

From Table VIII. you will readily see the great fluctuations that take place in export of seal skins. This interesting record it has been possible to carry back for one hundred years. The tendency is in this case contrary to that of the export of dry cod. On the whole it has, since 1830, been downwards. A glance at Table VIII. is sufficient to indicate what an important element chance is in this industry. Like many other questions of much interest and importance that present themselves in this report, this subject is well worthy of the consideration of a skilled inspector.

6. It will be found from the annual report that the export of minerals has kept about the same in value the last few years. As might be expected, there has so far been no systematic geological survey of this Colony. It is certain, however, that both this island and the Labrador coast contain many varied mineral resources. It would appear that the geological strata have been in places much disturbed, and that it is therefore sometimes not easy to show that any given stratum bearing minerals will be continuous. Such questions can be studied effectively only by competent and experienced field geologists.

7. It is greatly to be regretted that both as regards fish and minerals, British capital is not further employed in this Colony, whereas far as one can judge, it could be profitably invested. This question is one of the most interesting and important of those that are raised by this report. It would surely be well worth considering how the attention of British capitalists could be drawn to the undeveloped resources of this Colony. I am informed by my Ministers that some efforts have been made in previous years in this direction, but that the results have

not been encouraging. The tables attached to this report indicate clearly in graphic form how the trade of the Colony is being lost to the United Kingdom, and is passing to Canada and the United States. The best remedy for this, probably the only one, would be that British capitalists should take a much greater share in the development of this Colony than is the case at present.

8. I would respectfully direct your attention to Table IV. of this report, which shows how completely this Colony is dependent on other countries for its food. It does not seem probable that there is any other country of equal size and importance that has to import from abroad practically the great mass of the necessaries of life. How far it may be possible to remedy this highly unsatisfactory state of matters, I am not in a position to form an opinion at present, as I am not sufficiently acquainted with the soil and climate to be able to say what better farming and grazing could do for this Colony. But it seems certain that excellent potatoes, cabbages and other products are grown here, and that such cultivation could be greatly extended. That the cereals can be successfully cultivated on a large scale is, it appears, open to some doubt. It has to be remembered that the population, speaking generally, is not agricultural but piscatorial. This would seem to point towards the introduction of agricultural immigrants, on such encouraging terms in the form of free grants of land, and advances in money, as are given in Australia or Canada. This, of course, assumes that soil and climate are not unsuitable to such industries.

It will be observed that flour, and not wheat, is imported here. This seems strange at a place like St. John's, where there is water power close at hand ; and in a country where the bye-products of the wheat mill would be so useful as food for cattle and horses, forage for which is so largely imported at present. Both flour and wheat are exempt from duty. It appears there is no flour mill in the Colony.

9. The total trade of the Colony for the year 1903-4 amounted per head of the population to \$88.135 (£18 1s. 10d.), exports to \$46.141 (£9 9s. 7½d.), imports to \$41.994 (£8 12s. 2½d.) These figures must be considered to be in the aggregate comparatively satisfactory. As might be expected in a community that subsists on so few staple exports, and these of a nature so liable to market perturbations, and so exposed to the varying element of chance that seems to be so largely inseparable from fishing industries, the results of labour are liable to be comparatively unevenly divided. As is the case with placer miners, for example, one constantly hears that a number of fishermen have done extremely well, while others on the same ground have got very little. One would think on looking at the fact that the exports amount to \$46.14 a head of the population that the inequalities of the incomes of producers of given districts could by combination be more equalised than seems to be the case at present, and that without laming individual effort.

There can be no doubt that the exports of the Colony will be largely increased by the use of cold storage ; by improved methods of curing fish ; by seeking for

new, and extending present markets, and carefully studying their requirements ; and by applying to the fisheries generally, and to the working of minerals, the powerful aids of modern science.

I think you will agree with me that on the whole this report points to a prosperous future for Newfoundland.

I have, &c.,

WM. MACGREGOR.

Enclosure.

REPORT on the Trade and Commerce of Newfoundland for the two years ending respectively 30th June, 1903, and 30th June, 1904.

In writing this report I have been able, through the courtesy of the Hon. E. M. Jackman, to make use of the tables of imports and exports for the years 1902-03 and 1903-04, now in the hands of the printer.

The Newfoundland Customs returns are prepared more with a view to show from what sources the revenue of the Colony is obtained than to give complete and precise information with regard to the details of the foreign trade of the country. This is made clear from the one fact alone that imports to the value of \$140,902 in 1902-03, and of \$166,910 in 1903-04, are left as unspecified, and are entered in the returns under the name of the importer, with the value, and the country from which imported, but without any clue as to what the articles imported really were. To this extent, therefore, the classified lists of imports given in this report are incomplete, and they cannot be completed, because full and specific entries were not passed for those goods, all of which were admitted free under the existing tariff.

The details of these unspecified imports will be found in Table II., as far as they are obtainable, for the two years in question.

MOVEMENTS OF THE TRADE OF THE COLONY.

In examining the variations of the total trade of the Colony over a series of consecutive years, it has not been found practicable to go back beyond the year 1888. From that date the record has been brought up in Table I. to the 30th of June, 1904. It will be observed that the fiscal year was synchronous with the calendar year up to the end of 1894, from which time onwards the fiscal year has ended with June in each year. In table I. there is thus an omission from the figures of the first six months of 1895.

A very superficial glance at the Customs returns of this Colony shows one that imports and exports naturally arrange themselves into four groups, trade to the United Kingdom, to Canada, to the United States, and to Elsewhere.

This arrangement has been followed in this report, and in the different tables prepared for it.

In Table I. the trade of the Colony on the plan above indicated, is shown for a period of 16 years, a lapse of time that is sufficiently long to give trustworthy indications as to the natural trend of trade.

The first point that presents itself on an examination of that table is the strongly marked rise and fall that take place in the value of the total trade of the Colony. To illustrate this it will be sufficient to contrast the total trade of the three following years, thus:—

1888.	Total trade,	\$14,816,453	.....	100.0	per cent.
1897-98.	“	“	10,415,796	.....	70.3
1903-04.	“	“	19,830,561	.....	133.8

The figure that was reached in 1888 was not attained again till 1899-1900. From the latter date till now the increase in the value of the total trade has been so progressive and important that at the present time the total trade of the Colony with other countries amounts in round numbers to \$20,000,000, or to £4,000,000. This on the basis of the total foreign trade of 1903-04 gives per head of the population of 225,000 souls the sum of \$88.135, which at the statutory rate of conversion (£1 = \$4.86 $\frac{2}{3}$) is equal to £18 1s. 10d.

The actual figures for 1903-04 were \$9,448,664 (£1,941,772), imports; and \$10,381,897 (£2,133,558), exports; the exact total being \$19,830,561 (£4,075,331).

The fluctuations in the foreign trade of Newfoundland are so considerable that comparison of one year with another might in some cases be seriously misleading. A truer and safer estimate may be arrived at by comparing the first five years of the series, 1888-1892, with the last five years, ending with June, 1904.

If this is done with regard to the trade between the Colony and the United Kingdom, it will be found that there has been an absolute decrease of 2.35 per cent. in that branch of the Colony's trade.

If the reports from the United Kingdom during the first quinquennial period are compared with those of the last one, it will be found that there is an absolute decrease of 7.18 per cent.

A similar comparison of the exports to the United Kingdom, however, shows an absolute increase of 3.8 per cent.

If, in the same way, the total trade of the Colony for the first five years is compared with that of the last five years, then it is found that there is an absolute increase of 31.87 per cent.

The distribution of the total trade of the Colony, imports and exports, was on the mean of the two quinquennial periods as shown below :—

	1888-1892.	1899-1903, 1903-1904.
	Per cent.	Per cent.
United Kingdom	33.1	24.5
Canada	20.5	21.3
United States.....	14.5	21.1
Elsewhere	31.8	33.1
	100.0	100.0

The above comparison indicates that the trade of this country is slowly but surely leaving the United Kingdom. This would seem to be demonstrated in a much more pronounced manner by comparing the figures of the first and last years of the series available thus :—

Comparison of the total trade of 1888 and 1903-4.

	1888.	1903-04.	Increase.	Per Cent.	Decrease	Per Cent.
United Kingdom	\$5,637,658	\$4,473,133			\$1,164,525	20.7
Canada	2,569,779	4,525,933	\$1,956,154	76.1		
United States.....	1,951,870	4,461,519	2,509,649	128.5		
Elsewhere	4,657,146	6,369,976	1,712,830	36.7		

According to these figures the trade with the United Kingdom has lost in volume about one-fifth in sixteen years ; but this absolute decrease is much less than the relative loss compared to trade with other countries. In 1888 the trade with the United Kingdom was 38.0 per cent. of the whole, as against 17.3 per cent. with Canada, 13.1 per cent. with the United States, and 31.4 per cent. with all other countries ; while in 1903-04 the trade with the United Kingdom represented only 22.5 per cent. of the whole, against 22.8 per cent. with Canada, 22.5 with the United States, and 32.1 with all other places.

It will be observed from Table I. that the present state of the Colony's trade as regards the yearly balance is greatly better than it was a few years ago. During the nine years, 1888 to 1896-7, the value of imports exceeded that of exports by \$1,110,950, the imports exceeding the exports in five years out of the nine.

During the last five years exports have exceeded imports as follows :—

EXCESS OF EXPORTS OVER IMPORTS.

Year.	Amount.
1899-1900	\$1,130,429
1900-1901	883,475
1901-1902	1,715,839
1902-1903	1,496,560
1903-1904	933,253

The balance left in favour of the Colony on these five years is \$6,159,556, or an average of \$1,231,911 a year.

The fluctuations that occur in regard to exports are considerably greater than in the case of imports. The difference between the lowest value of exports, that of 1896-97, \$4,925,789, and the highest exports, those of 1903-4, \$10,381,897, is \$5,456,108; the difference between the lowest imports, those of 1892, \$5,012,877, and the highest imports, those of 1903-4, \$9,448,664, is \$4,435,787.

IMPORTS.

A complete list of the imports according to value and place of origin is given in Table III. for the two years ending with June, 1903, 1904. The increase in the value of the imports for the last three years has been progressive and important, the advances made having been :—

Year.	Amount.
In 1901-02.....	\$360,182
In 1902-03.....	643,259
In 1903-04.....	968,720

Assuming the total population of the Colony to be 225,000, the imports a head of population were \$41,994, say \$42, in the year 1903-04, equal to £8 12s. 2½d.

Fifteen or sixteen years ago the imports from the United Kingdom were nearly fifty per cent. greater than from Canada, and nearly twice as great as from the United States. Now the position with regard to Canada is reversed; and imports from the United States are considerably greater than from the United Kingdom.

The value of imports into this Colony for the last two years has been proportionately as follows :—

PERCENTAGE OF IMPORTS ACCORDING TO VALUE.

From.	1902-03.	1903-04.
	Per cent.	Per cent.
United Kingdom	26.23	25.15
Canada.....	36.22	33.84
United States.....	31.64	34.44
Elsewhere.....	5.87	6.43

The totals of the imports into the Colony are remarkable on account of the wide margin within which they have varied. Taking those for 1888, \$7,420,400, as the starting point, it is found that practically the same value was imported in 1893, and in the year 1899-1900. All the nine intervening years show lower im-

portations. It is only during the last three years that imports have shown a steady, progressive and substantial increase.

The serious nature of the fluctuations that occur from year to year may be seen at a glance from the figures of the following six years, which present the greatest variations that occurred during the last sixteen years.

Year.	Imports, in value	Per Cent
1888.....	\$7,420,400	100.0
1892.....	5,012,877	67.5
1897-1898.....	5,188,863	69.9
1901-1902.....	7,836,685	105.6
1902-1903.....	8,479,944	114.2
1903-1904.....	9,448,664	127.3

The distribution of the import trade during the first and last years of the series under review has been :—

Year.	Total.	United Kingdom.	Per Cent.	Canada.	Per Cent.	United States.	Per Cent.	Elsewhere	Per Cent.
1888	\$7,420,400	\$3,265,229	44.0	\$2,041,144	27.5	\$1,602,138	21.5	\$511,889	7.0
1903-4	9,448,664	2,479,138	26.2	3,423,225	36.2	2,991,002	31.6	555,279	5.8

These figures show clearly that as regards imports the United Kingdom has come from the first position to occupy the third, and that, too, a bad third. Canadian imports occupy the first place at present, and it will be noticed that imports from the Dominion now closely approximate what they were from the United Kingdom sixteen years ago. Canada has, therefore, more to do with the displacement of the United Kingdom in Newfoundland imports than the United States has.

Of all imports into this Colony those that may be designated as food form the most serious class. An inspection of Table IV. will show in detail of what these articles consisted during the two last years, when the cost to this country was, in 1902-03, \$3,815,875, or 45 per cent. of total imports; 1903-04, \$4,144,456, or 43 per cent. of total imports.

Of this comparatively great expenditure, which amounted in 1903-04 to \$18.42 per head of the population, the following may be termed

ANIMAL PRODUCTS.

	1902-03.	1903-04.
Animals	\$129,797	\$162,559
Butter	117,360	116,352
Butterine	3,186	178,909
Cheese	29,149	36,682
Lard	52,288	4,283
Meats	724,961	679,136
Olein	177,499	121,876
Total	\$1,234,240	\$1,299,797

The following articles of food, that may be said to be of agricultural origin, were imported during the two last years :—

	1902-03.	1903-04.
Beans	\$14,076	\$18,911
Cabbage	4,532	7,459
Flour	1,384,113	1,614,022
Fruit.....	82,703	101,696
Oatmeal	17,949	13,909
Pease	29,339	27,872
Potatoes	33,334	23,916
Turnips	2,505	2,388
Total	\$1,568,556	\$1,810,173

A cursory examination of these figures will show what an excellent market is open locally to enterprising farmers in both the agricultural and grazing industries.

From what precedes it will be seen that over three millions of dollars were expended last year on imports that may be called farm products required as human food in this Colony.

The expenditure on beverages offers a very striking contrast with the above, and would seem to show that if legitimate importations of this class are not largely supplemented by contraband, the population is a remarkably abstemious one. It has to be borne in mind that no spirits are distilled in the Colony ; and also that more than half the wine imported is re-exported. The exact figures were :—

	1902-03.	1903-04.
Wine imported	\$38,470	\$28,295
Wine exported	23,268	12,620

Importations of beverages were :—

	1902-03.	1903-04.
Aerated Waters.....	\$1,426	\$2,163
Ale	5,790	7,218
Spirits	50,016	57,209
Wine	38,470	28,295
Total	\$95,702	\$94,885

The spirit imports may be particularised thus :—

	1902-03.	1903-04.
	Galls.	Galls.
Brandy.....	4,542	6,085
Whisky.....	19,862	20,134
Gin.....	1,929	4,033
Rum.....	43,561	49,654
Total.....	69,894	79,906

The mean importation of spirits in the two last years has been at the rate of one-third of a gallon for each inhabitant. It should be added that, in 1902-03, 66,041 gallons, and in 1903-04, 62,024 gallons of excise beer were produced in the Colony.

Of the food imports that could not be produced in the Colony, the following were the principal items in 1903-04 :—

Apples	\$42,836
Coffee	7,097
Cocoa.....	16,529
Groceries	120,163
Molasses	237,930
Rice.....	16,315
Sugar	108,450
Tea	184,450
Wine	28,295
	\$762,065

There is no probability that any agricultural development in the Colony will reduce the present expenditure on these articles.

It will be found from Table IV. that the origin of the total food imports was as follows :—

Year.	United Kingdom.	Canada.	United States.	Elsewhere.
	Per cent.	Per cent.	Per cent.	Per cent.
1902-03	7.8	39.4	39.7	12.9
1903-04	7.4	43.2	37.6	11.6

The principal imports from the United Kingdom were, in 1903-04, tea, \$85,594 ; groceries, \$50,322 ; fruit, 42,072 ; spirits, \$37,579 ; sugar, \$12,395 ; cocoa, \$14,306. Probably only about one-half of the seven and a-half per cent. of food products imported from the United Kingdom are of British origin.

Canada has a complete, or practically complete, monopoly of the supply of animals, beans, butter, cheese, pease, and potatoes. Of the greatest item, flour, Canada sends Newfoundland 69 per cent. of her total supply, while 31 per cent. comes from the United States.

The most important food products from elsewhere were, 1903-04, molasses from the British West Indies, \$218,846; sugar from Germany, \$52,262, about half of the whole supply; tea from Ceylon, \$35,894; and wines from the continent of Europe, \$23,855.

IMPORTS FROM THE UNITED KINGDOM.

It has been shown above that in 1888 no less than 44 per cent. of the imports came from the United Kingdom, and that these imports have greatly fallen off both absolutely and relatively. It is now desirable to examine these figures more in detail. Unfortunately it appears to be impossible to obtain from the Blue Books of the Colony details of the imports of former years from the different countries. These records do not seem to exist prior to 1890-91. And the classification of imports followed at present extends back for too short a period to enable one to show precisely on what class of articles imports from the United Kingdom are falling off.

The largest imports from all countries in point of value were in 1903-04 :—

IMPORTS EXCEEDING \$100,000 IN VALUE.

Flour	\$1,614,022
Dry Goods... .. .	864,932
Meats	678,941
Coal	512,355
Hardware	323,755
Leather and leatherware	303,586
Molasses	237,930
Small wares	213,640
Machinery	193,133
“ Readymades ”	188,700
Cranes and mining machinery	188,089
Tea	184,176
Hemp and yarn	181,063
Animals..... .. .	162,364
Oats	142,387
Groceries	136,945
Corn	127,009
Olein	121,876
Butter	119,574
Sugar	108,450
Salt	105,406
Fruit	101,696
Kerosene..... .. .	100,527

The value of no other class of imports exceeded \$100,000.

Of the above twenty-three categories of articles the United Kingdom cannot supply any considerable part of the following ten, namely :—

Flour, meats, molasses, animals, oats, corn, olein, butter, sugar, kerosene.

The United Kingdom, Canada, and the United States supplied the following proportions of the remaining twelve classes of imports in 1903-04 :—

	United Kingdom.		Canada.		United States.	
	1902-03	1903-04	1902-03	1903-04	1902-03	1903-04
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Hardware	48.2	46.0	19.1	16.4	31.0	33.2
Dry goods.....	79.5	77.5	8.6	7.1	11.6	14.8
Coal	18.8	24.4	77.4	66.8	3.5	8.6
Leather goods.....	4.0	5.6	58.4	52.5	37.4	41.7
Small wares.....	87.3	87.1	7.9	7.6	4.3	5.1
Machinery, Mining and other.....	8.7	9.9	31.1	27.9	59.0	61.3
Readymades.....	79.3	77.8	6.7	6.3	13.7	15.1
Tea	51.0	46.4	33.9	33.4	.....	(Elsewhere 19.6)
Hemp Yarn.....	64.8	77.7	31.4	.....	.....	20.9
Groceries.....	45.8	47.2	15.4	14.6	38.1	36.1
Salt	1.0	1.0	14.5	19.0	15.0	12.7
						(Elsewhere 67.2)
Fruit.....	43.3	41.3	8.6	10.1	35.5	38.8

As far as one can judge from the figures for the two last years, imports from the United Kingdom showed a greater advance than from any other country in hardware, dry goods, coal, small wares, readymades, hemp, yarn, and groceries.

Some 15,000 to 20,000 tons of anthracite coal is used here for heating purposes, mostly of a domestic character, and this has to be imported from the United States. The imports of English coal will in future probably depend largely on the supply required by the Imperial Navy. The tendency is to import the ordinary working coal for railway and similar use from Canada. The trade in leather and leatherware is lost to the United Kingdom, and is likely to be nearly evenly divided between Canada and the United States. Machinery it is clear is to be imported in future principally from the United States.

It seems strange that the United Kingdom should have so small a share in the salt trade. The sources of origin of this article were as follows :—

Year.	United Kingdom.	Canada.	United States.	Spain.	Portugal.	St. Pierre.	Italy.	Germany.
1902-03	\$ 1,265	\$ 17,148	\$ 17,775	\$ 69,390	\$ 6,207	\$ 4,348	\$ 1,897	\$ 100
1903-04	1,150	19,945	13,448	61,287	5,921	3,443	221	—

The import of fruit from the United States is increasing fast, and is now nearly equal to that from the United Kingdom. It should be pointed out that apples are not included in "fruit," and that six-sevenths of that import comes from Canada, the total for apples amounting to \$42,836 in 1903-04.

EXPORTS.

It was shown above that the fluctuations in the sum total of the imports are remarkably great. The figures below show that the alterations in the value of the gross exports are still greater. The years that present the greatest variations have been selected, as was done in the case of imports, but the two years of smallest exports are not the same as the two years of smallest imports :—

Year.	Exports, in Value.	Per cent.
	\$	
1888	7,396,053	100·0
1896-97.....	4,925,789	66·6
1897-98.....	5,226,933	70·6
1901-02.....	9,552,524	129·1
1902-03.....	9,976,504	134·9
1903-04.....	10,381,879	140·3

The exports of 1903-04, on the basis of a population of 225,000 inhabitants, amount per caput to \$46,141, equal to £9 9s. 7½d.

It is well worthy of remark that the combined totals of the exports of the two consecutive years 1896-97 and 1897-98 amounted to only \$10,152,722, something less than half the exports of the two consecutive years 1902-03 and 1903-04, namely, \$20,358,401. The interval separating these extremes is only three years.

The distribution of the export trade in 1888 and 1903-4 may be represented thus :—

Year.	United Kingdom.	Canada.	United States.	Elsewhere.
	Per cent.	Per cent.	Per cent.	Per cent.
1888	32·1	7·1	4·7	56·1
1903-04.....	19·2	10·6	14·2	56·0

This indicates that the exports are being diverted from the United Kingdom to Canada and the United States, especially to the latter ; but that, in the mean, they remain remarkably steady to other places,

The total value of the exports of Newfoundland for the two last years may be thus classified : —

	1902-03	Per Cent. of whole.	1903-04	Per cent. of whole
	\$		\$	
Products of the Fisheries	7,807,971	78.2	8,275,859	79.7
Products in Furs and Skins.....	431,244	4.3	328,567	3.2
Products of Mines.....	1,299,058	13.0	1,288,565	12.4
Products of the Forests.....	264,116	2.6	320,619	3.0
All other articles.....	174,119	1.7	168,287	1.6
Totals.....	9,976,504	100	10,381,897	100

The class "All other articles" is made up mainly of articles that are re-exported and are not products of the Colony. As the amount is moreover practically insignificant, it may be omitted from further consideration.

FOREST PRODUCE.

The chief articles of this class are lumber, of which there was an export of \$232,176 in 1902-03 ; and of \$270,332, in 1903-04, to the United Kingdom. The next largest export was to Belgium, in each year \$15,500 and \$17,300 respectively. In the latter year there was an export of \$16,338 to the United States. There was a shipment of pit props to the United Kingdom in 1902-3 to the value of \$7,888, but this was not repeated in 1903-04.

FURS AND SKINS.

The value of furs exported in 1902-03 was \$89,949, of which \$47,637 to the United Kingdom, \$29,689 to Canada, and \$12,463 to the United States ; against \$44,309, \$16,003, and \$9,007, respectively, in 1903-04.

Almost the entire export of skins consists of seal skins, the value of which was \$325,137 in 1902-03, and \$258,987 in 1903-04. Seal skins, therefore, constitute a somewhat important article of export. It is hardly necessary to point out that the seal fishery is as liable to fluctuations as is any other form of the chase or of sea fishery. To prove this it is only necessary to mention here that in 1897-98 the value of the seal skins exported was only \$129,840, and that 48 sealers were frozen to death on the icepans. In 1896-97 the number of seal skins was 195,340, the value \$117,204 ; against 528,150 skins, valued at \$420,869, in 1901-02. In other words the value of seal skins exported in 1901-02 was, in round figures, more than three and a half times as great as was the value exported in 1896-97.

The value of the seal fishery for the last fifteen years has been as follows :—

Year.	Skins.	Oil.	Total.	Per cent.
	\$	\$	\$	
1890	221,388	335,685	557,073	100
1891	364,981	415,826	780,807	140
1892	468,839	397,575	865,964	155·4
1893	116,702	205,240	321,942	56
1894	227,578	276,284	503,862	90·4
1895	379,095	306,120	685,215	123
1896-97.....	166,306	74,690	240,996	43·2
1896-97 (<i>sic</i>)	117,204	246,263	363,467	66·1
1897-98.....	129,840	218,279	348,119	62·5
1898-99.....	136,563	252,036	388,599	69·7
1899-1900.....	162,330	433,605	595,935	107
1900-01.....	282,895	424,632	707,527	127
1901-02.....	420,869	379,445	800,014	143·6
1902-03.....	325,137	453,684	778,821	139·6
1903-04.....	258,987	303,067	562,054	100·9

There now remains to consider only the two stable exports, minerals and fish, which together make up somewhat more than nine-tenths of the total export trade of the Colony.

MINERALS.

The mineral exports are, as might be expected, more staple, and liable to less serious fluctuations, than the fishery. The result of experience goes to show that as one mineral export becomes less, another increases to make up for deficiency. Unfortunately, however, the value of the minerals compared to that of the fish exported is only about as one is to six.

The value of the minerals exported from Newfoundland during the five fiscal years ending 30th June, 1904, has been :—

Year.	Value.
1899-1900	\$939,322
1900-01	850,720
1901-02	1,292,311
1902-03	1,299,058
1903-04	1,288,565

The nature, and the destination, of all the mineral exports of any importance or the two years ending 30th June, 1904, were respectively :—

Minerals.	Totals.		U. Kingdom.		Canada.		United States.		Holland.		Ger- many.
	1902-03.	1903-04.	1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	1902-03
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Barytes	1,840	6,878	.....	.....	1,200	.....	640	6,878	.....	.....	.....
Copper Ore	378,041	403,971	207,228	199,086	.....	.....	170,813	204,885	.....	.....	.....
Iron Ore...	692,825	526,285	92,935	56,575	313,780	209,000	92,660	63,680	188,250	197,030	5,200
Pyrites.	167,439	311,162	.....	.....	7,890	.....	159,549	311,162	.....	.....	.....
Slate ...	57,700	39,850	57,700	38,750	.....	1,100	.....	.....	.....	.....	.....
Total..	1,297,845	1,288,146	357,863	294,411	322,870	210,100	423,662	586,605	188,250	197,030	5,200

There were no mineral exports to Germany in 1903-04. It will be observed that these exports to the United States are fast increasing, the advance of the last year on the preceding one being \$159,983. The total output remains practically the same, so that the increased export to the United States was made at the expense of the exports to the United Kingdom and Canada. The United Kingdom and the United States have nearly equal shares of the copper and iron ores. The greater part of the iron ore goes to Canada and Holland; but the United States, as shown above, takes all the pyrites.

FISHERIES.

The fishery export has been shown by the above figures to form the staple export of this Colony, amounting on the mean of the two last years to 79 per cent. of all exports from the country.

The export of fresh-water fish amounted to :—

	1902-03.	1903-04.
Salmon	\$ 65,330	\$ 75,332
Trout	8,492	9,032
Total	73,822	84,364

About one-half of the salmon export is to the United Kingdom, while about one-third goes to Canada. About half the trout is sent to the United States, while the remainder is nearly evenly divided between Canada and the United Kingdom.

The lobster export for 1902-03 was \$387,466, and for 1903-04, \$410,405. This export was very widely distributed, as shown below, for 1902-03 and 1903-04.

	1902-03.	1903-04.
	\$	\$
United Kingdom.....	188,265	222,336
Germany	101,943	100,019
Canada	35,030	42,930
Holland	19,025	18,150
Belgium	16,434	10,696
France	8,200	3,788
Denmark	7,710	4,925
Sweden	6,235	132
United States	3,604	7,086
Russia	600	.....
India.....	350	330
St. Pierre.....	60	.....
Brazil	10	.....
Portugal.....	.....	13
Total.....	387,466	410,405

The export of herring also forms an item of considerable importance. The exports of this article were as follows :—

	1902-03.	1903-04.
	\$	\$
United States.....	253,418	132,327
Canada... ..	167,614	149,730
British West Indies.....	22,192	36,818
United Kingdom	13,108	8,287
Cape Colony.....	600	.....
American West Indies . ..	178	561
Columbia	173	954
Germany	101	.....
Total.....	457,384	328,677

It will be observed from these figures that this export is practically divided between Canada and the United States, the latter taking the largest quantity on the mean of the two years.

The export of dried codfish plays so important a part in the life of this Colony, that it is hardly an exaggeration to say that the Colony depends on it. This export formed in the year 1903-04, 57.2 per cent. of total exports ; in the year 1902-03, 56.4 per cent of total exports ; in the year 1901-02, 57.6 per cent. of total exports.

This proportion hardly varies even with the worst years of export. The lowest figure in total exports between 1888 and 1903-04 was 1896-97, when the total

reached only \$4,925,789, that is less than half the exports of either of the two last years, yet the proportionate value of the dry cod exported was 59.4 per cent of the whole exports in 1896-97.

The following figures have been prepared to show the oscillations in catch and in price to which this great and staple export is liable :—

Year.	Total Value of Fisheries Export	Dry Cod Exported.	Value.	Average price per cwt.
	Dollars.	cwt.	Dollars	Dollars.
1873 .....	.....	1,316,785	5,112,675	3.88
1874 .....	.....	1,595,827	6,725,930	4.21
1875 .....	.....	1,444,196	4,934,833	3.42
1876 .....	.....	1,068,471	5,118,201	4.81
1893	5,366,911	1,160,335	4,328,499	3.60
1894	5,144,589	1,107,696	3,703,338	3.29
1895-96.....	5,752,132	1,436,083	4,297,699	2.92
1896-97.....	4,208,747	1,145,817	2,824,242	2.46
1897-98.....	4,570,545	1,145,540	3,230,928	2.82
1898-99.....	5,889,135	1,226,336	4,445,031	3.62
1899-1900.....	7,015,964	1,300,622	5,453,538	4.19
1900-01.....	6,907,949	1,233,107	5,171,910	4.19
1901-02.....	7,357,881	1,288,728	5,509,728	4.27
1902-03.....	7,807,971	1,429,274	5,633,072	3.94
1903-04.....	8,275,859	1,360,373	5,943,063	4.37

The increase in price that has taken place, and that has been maintained in recent years is, as shown above, very remarkable. It is believed to be mainly the outcome of the precarious nature of the marine fishery elsewhere, the failure of which has enabled this Colony to extend operations and to obtain better prices.

The exports for the last six years have been unusually uniform, averaging 1,306,406 cwts., \$5,259,390, and the price \$4.10. The lowest export in quantity during the last eleven years was that of 1894, 1,107,696 cwts.; the highest was that of 1902-03, 1,429,274 cwts., the latter being an advance of 29 per cent. on the former. The smallest export in value was that of 1896-97, \$2,824,242, the highest that of 1903-04, \$5,943,063, the latter being an advance of 110.4 per cent. on the former.

The lowest average price per cwt. during the last eleven years was \$2.48, in 1896-97; while the highest, \$4.37, was received in 1903-04, an advance from the former to the latter of 76.2 per cent.

It follows from these figures that the price and the value of this import vary greatly, more than does the quantity exported.

The total exports of dry cod to different countries have been as follows from 1900 to 1904 :—

EXPORTS, 1900-1904.

DRY COD.

Country.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value
	Cwts.	\$	Cwts.	\$	Cwts.	\$	Cwts.	\$
	1900-1901.		1901-1902.		1902-1903.		1903-1904.	
U. Kingdom..	95,559	358,784	123,738	498,024	107,079	402,219	41,841	151,655
Canada	21,921	78,783	43,624	176,972	87,480	327,414	107,430	418,682
United States	37,594	154,749	32,261	145,007	34,115	141,562	13,642	62,219
Gibraltar	181,625	583,501	198,853	697,953	240,351	773,481	207,429	760,759
British West Indies..	67,425	298,994	93,367	414,140	112,861	466,726	79,926	339,419
Italy	6,500	30,000	24,711	111,814	52,892	220,323	107,647	454,971
Spain	84,112	364,213	60,115	251,636	92,700	336,195	85,583	348,218
Panama	69	283	75	375	.....	.....	86	395
Austria	6	30	.....	.....	.....	.....	8	40
Costa Rica.....	183	1,038	129	640	230	890	1,141	5,405
Portugal	276,647	1,187,626	333,130	1,452,929	388,225	1,603,431	377,924	1,713,535
Colombia	1,276	5,653	1,895	8,885	1,753	7,015	1,578	6,984
Amer. West Indies..	1,941	8,275	.....	.....	12,734	51,569	12,209	54,395
Brazil	458,249	2,099,981	367,398	1,710,665	297,301	1,294,795	315,112	1,578,149
S. West Indies	.....	.....	9,625	40,553	.....	.....	.....	.....
Cape Colony..	.....	.....	30	120	275	1,100	1	5
Ecuador .....	.....	.....	5	25	.....	.....	.....	.....
Holland .....	.....	.....	.....	.....	28	132	.....	.....
Malta.....	.....	.....	.....	.....	460	1,820	840	3,770
Greece.....	.....	.....	.....	.....	800	4,400	12,040	43,852
Australia .....	.....	.....	.....	.....	.....	.....	3	17
Canary Ilds..	.....	.....	.....	.....	.....	.....	11	44
Buenos Ayres	.....	.....	.....	.....	.....	.....	122	539
Totals	1,233,107	5,171,910	1,288,956	5,509,738	1,429,274	5,633,072	1,364,373	5,943,053

The largest markets as estimated on the basis of the mean of the last four years, and also on the figures of last year alone, are shown below :—

EXPORTS OF DRY CODFISH.

For 1903-04.		For 1900-01 to 1903-04, Mean.	
	cwts.		cwts.
Portugal	377,924	Brazil	359,515
Brazil.....	315,112	Portugal.....	343,981
Gibraltar.....	207,420	Gibraltar	207,064
Italy	107,647	United Kingdom.....	92,054
Canada	107,430	British West Indies	87,395
Spain	85,583	Spain	80,627
British West Indies.....	79,926	Canada	65,114
United Kingdom	41,841	Italy	47,937
United States.....	13,642	United States.....	29,493
Greece	12,040	.....	.....
S. West Indies.....	12,009	S. West Indies	9,079
Columbia	1,578	Columbia	1,625

The figures for Greece are obtainable for only 1902-03, 800 cwts. ; and for 1903-04, 12,040 cwts. It will be seen from the above that the Portuguese market now stands the first on the list, and the Brazilian second, though the former receded and the latter advanced in 1903-04.

The exports to Portugal rose from 276,647 cwts. in 1900-01 to 333,130 cwts. in 1901-02, an increase of 56,483. The decrease in the Brazilian market was in the same year 90,851 cwts. In 1902-03 there was a further advance of 55,095 cwts. in the Portuguese, and a further decrease of 70,097 cwts in the Brazilian market. The former market appeared to be fully supplied in 1902-03, for there was a decrease of 10,301 cwts. in 1903-04 ; while there was a recovery of 17,811 cwts. in the Brazilian exports. The falling off in the exports to Brazil, however, continues to be so serious as to require the most careful consideration. The decrease does not seem to depend on the price, for the Brazilian rate is clear above the average, as may be seen from the following table of comparative prices in the different markets :

PRICE OF CODFISH.

Place.	Price, per cwt. or quintal, in dollars.				Mean price of the four years 1900-01 to 1903-04.
	1900-01.	1901-02.	1902-03.	1903-04.	
	\$	\$	\$	\$	\$
United Kingdom	3.75	4.02	3.75	3.62	3.785
Canada	3.59	4.05	3.74	3.89	3.822
United States	4.11	4.49	4.14	4.56	4.325
Gibraltar	3.21	3.50	3.21	3.67	3.397
British West Indies.....	4.43	4.43	4.13	4.22	4.302
Italy.....	4.61	4.12	4.16	4.23	4.280
Spain	4.33	4.18	3.62	4.06	4.047
Panama.....	4.10	5.00	.....	4.59	4.563
Austria	5.00	.....	.....	5.00	5.000
Costa Rica	5.67	5.00	4.04	4.73	4.860
Portugal	4.29	4.36	4.13	4.53	4.260
Brazil	4.58	4.65	4.35	5.00	4.645
Malta .....	.....	.....	4.00	4.48	4.240
Cape Colony .....	.....	4.00	4.00	5.00	4.333
Ecuador .....	.....	5.00	4.00	.....	4.300
Greece .....	.....	.....	5.00	3.64	4.320
Australia.....	.....	.....	.....	5.00	5.000
Canary Islands.....	.....	.....	.....	4.00	4.000
Buenos Ayres .....	.....	.....	.....	4.42	4.420

The mean price a hundredweight for each one of the four years has already been given above, thus :—

YEAR.	PRICE.
	\$
1900-01	4.19
1901-02	4.27
1902-03	3.94
1903-04	4.37

which gives a mean price of \$4.192 a hundredweight for the four years.

From this comparison of prices it will be seen that of the important markets that of Brazil is clearly the best, being always considerably above the average; whilst the price in Portugal also shows a little above the average for the year, though it is not so high as the Brazilian rate. That the prices obtained in these two countries is so high is a very fortunate circumstance, for rather more than half the whole export of dry cod has for the last four years gone to the two markets of Brazil and Portugal. Exports to Brazil no doubt are influenced by the price of jerked beef. It appears that the price of this article is about 8.86 cents, or 4.37d. a pound, that is just twice as much as this Colony received for the dry cod sent to Brazil in 1903-04. The consumer therefore pays probably nearly about the same price for each article at these rates.

Gibraltar, which is a distributing centre for the Mediterranean, maintains the third place on the list, with an upward tendency; but it is the worst of all markets as regards the important item of price. Perhaps the most interesting and promising of existing markets is that of Italy, which last year held fourth place on the list, being slightly ahead of Canada. In 1900-01 Italy took only 6,500 cwts.; this became 24,711 cwts. in the following year. The Italian export has more than doubled itself each one of the three last years, reaching 107,647 cwts. in 1903-04. The price obtained is also quite up to the average. It will be noticed that the advance in the exports to Italy during the last four years, 101,147 cwts. is almost exactly the same as in the case of Portugal for the same four years, namely, 101,277 cwts. This important increase in the export to Italy must be regarded as highly satisfactory, as it refers to a fast growing and prosperous population of 33,000,000 people.

The Canadian export, now, as regards quantity, the fifth in importance, has grown fast during the last four years, the export having more than doubled itself during the second and third of the four years, ending with 107,430 cwts. in 1903-04. The Canadian price is a very low one, having been \$0.37 below the average price of the four years.

The Spanish export remains nearly stationary at about 80,000 cwts. The average price is about \$0.15 below the mean of \$4.19 for the four years.

The export to the British West Indies is variable, but had an upward tendency until last year, when it receded from 112,861 to 79,926 cwts.

The price is little above the average.

The export to the United Kingdom fell from 123,738 cwts. in 1901-02, to 41,841 cwts. in 1903-04, or, in round numbers, fell to one-third in two years. A similar decrease for a single year would extinguish this market. The price obtained was, with the exception of Gibraltar, the lowest of all, the mean price for the four years being \$0.41 below the average.

The export to the United States is also in a very unsatisfactory condition, having gone down steadily from 37,594 cwts. in 1900-01, to 13,640 cwts. in 1903-04.

This is the more to be regretted because the price paid is about \$0.13 above the average for the four years.

The exports to other places have been so small, or are so recent, that no general deduction can be drawn as to prices.

The mean price of the dry fish exported during the last four years was \$0.0374 a lb.; the mean price a pound for 1903-04 was \$0.039, or practically two pence a pound. There is good reason to believe that the "catch" could be extended were markets available at remunerative prices. There is also probably room for improved methods of curing. At the present time, however, the industry must be considered as being in a relatively satisfactory condition.

It may be convenient to indicate here the Labrador shipments of dry cod. The records are not at present complete, but an estimate sufficiently accurate for practical purposes can be obtained from the following figures.—

The average annual export of dry cod from Labrador was :—

FOR THE FIVE YEARS.	CWTS.
1860 to 1864.....	192,057
1673 to 1877.....	300,854
1878 to 1882.....	371,681
1885 to 1889.....	216,434
1890 to 1894.....	257,314
1895 to 1899.....	221,150
1900 to 1904.....	219,948

The returns for the intervening years are incomplete. These figures are included in the attached tables showing the trade of the Colony. The above gives a mean annual export of dry cod from Labrador, on a period of thirty-five years, as 254,205 cwts.

A question of much interest and importance is presented by the proportion that the Bank fishery from this Colony bears to the total export of dry cod. The following figures throw some light on this question, showing the extent of the Bank fishery and its results.

RETURN OF BANK COD FISHERY FROM 1889 TO 1904.

Year.	Crews.	Number of Vessels.	Tonnage.	Average Catch.		Bank Catch.	Per cent. of Total Export.
				Per Vess'l	Per Man.		
1899.....	4,401	230	18,890	1,029	53	236,821	20.1
1890.....	3,719	279	15,212	530	39	147,948	13.7
1891.....	2,175	165	9,838	628	47	103,688	9.9
1892.....	1,392	100	6,270	904	64	90,467	9.5
1893.....	957	71	4,409	823	61	58,494	7.4
1894.....	785	58	3,516	940	69	54,541	4.6
1895.....	565	43	2,537	1,092	83	46,984	4.2
1896.....	616	48	2,652	1,141	88	54,802	3.8

Year.	Crews.	Number of Vessels.	Tonnage.	Average Catch.		Bank Catch.	Per cent. of Total Export.
				Per Vess'l	Per Man.		
1897.....	872	66	3,684	890	67	58,762	5.1
1898.....	1,000	74	4,222	1,000	74	74,002	6.4
1899.....	1,163	90	4,722	1,082	83	97,399	7.9
1900.....	1,400	112	5,757	1,038	83	116,278	8.9
1901.....	1,531	118	6,282	964	74½	113,841	9.2
1902.....	1,444	110	5,964	1,181	90½	131,102	10.1
1903.....	1,386	100	5,529	893	64½	89,321	6.2
1904.....	1,215	87	5,039	814	58½	70,872	5.2
Mean of last five yrs	1,395	126	5,714	978	72.24	104,283	7.9

The mean price of dry cod during the five last years was \$4.19, which would give an average yield per man to the Bank fisherman of \$311 a year.

The figures for the last five years would seem to indicate a somewhat serious falling off in the Bank Fishery, both absolutely and relatively to the total export. The reason for the present condition of the Bank Fishery is worthy of close attention.

The connection of this Colony with the Bank Fishery has not on the whole been a happy one. Foreign nations saw that this open-sea fishery would be of immense value to them as a source of food and wealth, but of perhaps still greater importance as furnishing real seamen when they should be required to man the national fighting fleet. It was cheaper to pay large bounties to these fishermen than to employ them permanently as seamen in the Royal Navy of France. Several times during war, however, as for example from 1793 to 1815, British fishermen had a practical monopoly of the Bank Fishery, when, as may be seen from Table VII., prices reached the highest mark they have ever attained. On the conclusion of peace, when French and American fishermen were able to return to the banks, the bounty system was resumed by their Governments and pushed to such an extent that by 1847 they had practically forced the Newfoundland fishermen to confine themselves to the inshore fishery. It was reported to the King of France in 1828 that the bounty paid annually at that date was £125,000. In 1848 there were on the banks 360 French vessels of from 150 to 300 tons, with from 16,000 to 17,000 men, furnishing a catch of 1,200,000 cwts. The American fleet was at least as large; and Newfoundland was not represented. The United States was then paying a bounty of 20s. a ton, and giving besides a highly protected market. The bounty system kept the vessels of this Colony off the banks till 1876, when a timid experiment was made by fitting out four vessels. In 1877 the number rose to seven vessels; in the following year to ten; and in 1879 to 28 vessels.

The Bank Fishery may in its commercial aspects continue to be attractive; but the revolutionary nature of the changes that have taken place in the work and training of men for modern ships of war must have greatly reduced the value of the Bank Fishery as a training ground for seamen. It will probably be found possible for this Colony to take up before long the share in the fisheries on the banks that should properly belong to it.

According to the *Annuaire of Saint Pierre and Miquelon* for 1904, the bounties given by France to French fishermen in these seas are:—

1. Bounty on outfit of 50 francs for each member of the crew.

2. Bounty of 20 francs a metric quintal (220½ lbs. avor., or about 8s. 0½d. per cwt.) on dry fish exported to French Colonies, America, India, West Africa, and to other Transatlantic countries, where there may be a French Consul.

Bounty of 16 francs the metric quintal (or about 6s. 5¾d. per cwt.) on dry fish exported to European countries; but of 12 francs in the cases of Sardinia and Algeria. This arrangement will remain in force till 1911.

According to Diplomatic and Consular Report 3,301, the bounty paid by France on the cod fishery of 1903 was: on shipping, £26,134; on fish exported, £146,920; together a bounty of £163,054.

It would appear from the Blue Book of Foreign Import Duties, 1904, that the following are the rates of duty charged on dry cod, &c., in the several countries mentioned:—

COUNTRY.	ARTICLE.	DUTY.
Austria-Hungary	Fish, salted, smoked, or dried	3s. 0½d. per cwt.
Belgium	All fish not preserved	Free.
Brazil	Dry Cod	7s. per 128 lbs.
Bulgaria	Fish, salted, smoked, or dried	12 per cent. ad valorem
China	Fish, dried or smoked	8½d. per cwt.
	Fish, salt	4½d. per cwt.
Denmark	Fish, salted, smoked, dried	8½d. per cwt.
France	Codfish, Klipfish	19s. 6d. per cwt.
	Stockfish	6s. per cwt.
Germany	Fish, salted, smoked	1s. 6¼d. per cwt.
Greece	Fish, salted, smoked, sun-dried	6s. 5d. per cwt.
	Cod and Stockfish	3s. 8d. per cwt.
Holland	Fish, salted, pickled	21s. 2d. per cwt.
Italy	Fish, dried, smoked	2s. 0½d. per cwt.; in brine, 2s. 5½d.
Japan	Fish, salt	1s. 2¾d. per cwt.; plus War Tax, 5 per cent.
Norway	Fish, salt, smoked	22s. 7d. per cwt.
Persia	Fish, dried, salted, smoked	Free.
Portugal	Codfish, dried, salted, smoked	8s. 11d. per cwt.
Roumania	Cod, salted, dried, smoked	4s. 0¾d. per cwt.
Russia	Cod, air-dried, kippered	4s. per cwt.
Spain	Stock and Codfish	9s. 9d. per cwt.
	Fish, salted, smoked, pickled	4s. 10½d. per cwt.
Sweden	Fish, salted or smoked (except Anchovy, Sardines, and Tunny).	Free.
Switzerland	Fish, dried, salted, smoked	4¾d. per cwt.
Turkey	Fish, all kinds	8 per cent. ad valorem.
United States	Fish, smoked, dried, salted, pickled or frozen	3s. 6d. per cwt.
	Fresh water fish and fresh Herrings	1s. 2d. per cwt.
	Herring, pickled, salted	2s. 4d. per cwt.
	Salmon, fresh or pickled	4s. 8d. per cwt.

The following are the duties on dry fish, &c., in the British Colonies in this list, according to the Blue Book on Colonial Import Duties, 1904 : -

COUNTRY.	ARTICLE.	DUTY.
Antigua	Fish, dried, smoked ..	1s. 8d. per cwt.
Australia.....	Fish, smoked, preserved by cold..	9s. 4d. per cwt.
Bahamas.....	Fish, dried or salted ..	4s. 100 lbs.
Barbados	Fish, dried, salted, smoked ..	1s. 6d. per cwt., plus 20 per cent. on duty.
Bermuda	Fish, all kinds ..	5 per cent. ad valorem.
British Guiana ..	Fish, dried (1); smoked (2)..	(1) 2s. 1d. per cwt; (2) 2s. 4d
British Honduras..	Fish, salted, wet or dry ..	10 per cent. ad valorem
British India	Fish, salted, wet or dry ..	8½d per cwt.
British New Guinea	Fish, salted or dry.....	Free.
Ceylon	Fish, dried or salted ..	1s. 2d. (rupee) per cwt
Dominica	Fish, dried or smoked ..	2s. 6d. per cwt
Falkland Islands ..	Fish, all kinds ..	Free.
Fiji	Fish, dried, salted ..	9s. 4d. per cwt.
Gambia	Fish, all except fresh fish ..	5 per cent. ad valorem
Gibraltar.....	Fish, all kinds.....	Free.
Gold Coast (West of Volta).	Fish, all except fresh fish.....	10 per cent. ad valorem
Gold Coast (East of Volta).	Fish, all except fresh fish ..	4 per cent. ad valorem
Grenada	Fish, dried (1); pickled (2) ..	(1) 1s. per 100 lbs.; (2) 2s. per barrel.
Hong Kong	Fish, all kinds ..	Free.
Jamaica	Fish, dried, salted.....	3s. 6d. per 100 lbs.
Labuan	Fish, all kinds ..	Free.
Lagos.....	Fish, all kinds ..	10 per cent. ad valorem
Malta	Fish, all kinds ..	Free.
Mauritius	Fish, dried or salted ..	51 cents per cwt., plus 4 per cent. on duty.
Montserrat	Fish, dried or smoked ..	1s. 6d. per cwt., plus 33½ per cent. on duty
New Zealand.....	Fish, salted, dried, pickled ..	10s. per cwt.
Seychelles.....	Fish, all kinds ..	Free.
Sierra Leone	Fish, all except fresh ..	10 per cent. ad valorem
South Africa.....	Fish, cured, dried, pickled... ..	9s. 4d. per cwt.
St. Christopher ..	Fish, dried or smoked.....	1s. 8d. per cwt.
St. Lucia.....	Fish, salted or dried ..	2s. per cwt.
St. Vincent.....	Fish, smoked, dried, salted ..	1s. per 100 lbs.; plus 10 per cent. on duty.
Straits Settlements..	Fish, all kinds ..	Free.
Trinidad & Tobago	Fish, all kinds.....	Free.
Turks and Caicos...	Fish, all kinds ..	Free.
Virgin Islands	Fish, dried or smoked.....	2s. 1d. per 100 lbs.

WHALE FISHERY.

As being of marine origin the products of the whale fishery may be conveniently considered here. As the industry in its present form is of very recent

date, it may be desirable to show briefly its progressive development, which may be represented in this manner:—

	1897-8	1898-9	1899-1900	1900-01	1901-02	1902-03	1903-04
	\$	\$	\$	\$	\$	\$	\$
Whale Oil.....	1,325	14,439	34,604	54,221	112,859	256,372	297,415
Whale Dregs or Fertilisers.	15	—	—	—	—	27,171	38,981
Whale Gills.....	41	148	—	9	—	—	—
Whale Bone.....	200	941	1,814	13,550	12,285	9,590	29,557
Whale Hide.....	—	—	10	14	143	—	173
Whale Meat.....	—	78	—	—	—	—	—
Total	1,581	15,606	36,428	67,794	125,287	293,133	336,126

The whale oil was sent to the following countries:—

	1902-03.	1903-04.
	\$	\$
United Kingdom.....	247,920	267,889
Canada	5,725	10,803
United States.....	2,327	17,010
Elsewhere.....	400	1,713

The greater part of the fertilisers, made from the refuse carcase of the whale, goes to the United States. It is not probable that there is any brilliant future for whale meat.

This industry is a local one, confined practically to the seas around the Colony. So little is known with certainty regarding the natural history of the whale in respect even of such pertinent questions as food, migration and breeding season, that it would be unsafe to offer any predictions as to the future of this particular class of exports.

TABLES*

Table I. to this report shows, in figures, the total trade of the Colony, imports and exports, from 1888 to 1904, with the United Kingdom, Canada, the United States and elsewhere. It gives also the percentage distribution of the total trade for each one of the sixteen years dealt with. The movements of the total trade are shown in graphic form on the same table, both in value and in per cent. change; with similar graphic representations of the total trade according to the above division.

Table II. shows the value and the imports of the goods imported during the two last years, divided as to origin; but leaving the articles unspecified.

Table III. gives a complete list of the specified imports for the two last fiscal years, showing the value of the several imports from the United Kingdom, Canada,

*The diagrams forming part of certain of these tables will be found at the end of the book.

the United States and elsewhere. This is also represented in graphic form on the table ; as is also the course of the total imports, for the sixteen years.

Table IV. sets out fully the food imports into this Colony during the two years last past, following the same division and arrangement that was adopted in the case of general imports.

Table V. shows fully the value of the different classes of exports from the Colony during the two last years, on the same plan as that applied to the imports. Exports on that distribution are represented in graphic form on the same table ; as are also the movements of the total exports, in each case for the period of sixteen years.

Table VI. represents in graphic form, on a basis of quantity, the export of dry cod from this Colony for one hundred years. The probability is that not a few of the quantities are not given with absolute accuracy ; but it is the case that they are, in the main, sufficiently near the truth for all practical purposes. The Labrador export is included in the table.

Table VII. gives the mean price a hundredweight for the dry cod exported each year from 1804 to 1904. It appears that the price of dry cod from the time of Elizabeth to that of Charles II. was from 12s. to 16s. a hundredweight ; from 1688 to 1793 from about 16s. to 20s. ; and from 1793 to 1815 it went sometimes as high as \$7 or \$8, with a total value of £1,500,000 to £2,000,000, creating an era of great prosperity, followed by disaster caused by the foreign bounties.

Table VIII. shows the number of seal skins exported each year for the century from 1804 to 1904.

Table IX. is to demonstrate the prices received for seal skins each year from 1840 to 1904. Unfortunately it has not been found possible to extend this further back at present than 1840.

WM. MACGREGOR.

TABLE

TOTAL TRADE, IMPORTS AND EXPORTS, FOR NEWFOUNDLAND EXPRESSED IN VALUE,

Year.	Total Trade.				United Kingdom.		Canada.	
	Imports.	Exports.	Total.	Per cent.	Imports.	Exports.	Imports.	Exports.
1888	\$ 7,420,400	\$ 7,396,053	\$ 14,816,453	100·0	\$ 3,265,229	\$ 2,372,429	\$ 2,041,144	\$ 528,635
1889	6,607,065	6,854,279	13,461,444	90·8	2,653,152	2,055,586	2,076,258	567,903
1890	6,368,855	6,099,686	12,468,541	84·1	2,174,524	1,514,131	2,423,319	631,104
1891	6,869,458	7,437,158	14,306,616	96·5	2,341,706	1,966,581	2,499,945	794,844
1892	5,012,877	6,386,974	11,399,851	76·9	1,867,455	1,769,749	1,981,466	213,913
1893	7,572,569	6,280,912	13,853,481	93·5	2,680,853	1,308,650	2,886,901	619,611
1894	7,164,738	5,811,169	12,975,907	87·5	2,538,942	1,347,425	2,643,032	763,569
1895-6	5,986,861	6,638,187	12,625,048	85·2	1,875,754	1,727,852	2,231,641	638,741
1896-7	5,938,334	4,925,789	10,864,123	73·3	1,960,999	1,347,273	1,593,931	478,110
1897-8	5,188,863	5,226,933	10,415,796	70·2	1,519,253	1,355,920	1,823,238	482,512
1898-9	6,311,245	6,936,315	13,247,560	89·4	1,935,025	1,443,266	2,088,093	541,727
1899-	7,497,147	8,627,576	16,124,723	108·8	2,224,353	1,942,093	2,805,490	520,137
1900.								
1900-1	7,476,503	8,359,978	15,836,481	106·9	2,328,622	1,831,941	2,489,499	711,746
1901-2	7,836,685	9,552,524	17,389,209	117·3	2,244,178	2,104,932	2,612,042	1,046,109
1902-3	8,479,944	9,976,504	18,456,488	124·5	2,143,464	2,173,090	2,869,898	1,102,659
1903-4	9,448,664	10,381,897	19,830,561	133·8	2,479,138	1,993,195	3,423,225	1,102,708
1904-5	10,279,293	10,669,342	.. .. .	.....	2,654,908	1,940,945	4,105,569	1,135,849

TABLE

VALUE OF UNSPECIFIED IMPORTS INTO NEWFOUNDLAND

Importer.	Total Imports.		United Kingdom.	
	1902-1903	1903-1904	1902-1903	1903-1904
Anglo-American Telegraph Company.....	\$ 5,140	\$ 4,604	\$ 2,504	\$ 2,265
Army and Navy	20,355	21,724	9,970	16,474
Brigades	1,644	2,126	1,367	965
Charities	4,511	3,384	2,811	1,948
Consul's use		58		3
Deep Sea Mission	6,752	3,562	4,540	2,013
Government	38,768	44,674	16,467	19,371
Municipal	5,150	11,134	2,463	5,658
Railway	1,028		75	
Religious Purposes.....	10,385	39,615	4,436	30,446
Settlers' effects.....	28,638	26,667	3,907	2,158
Tourists' outfits	2,558	65	1,005	
Unenumerated.....	5,755	6,957	1,433	2,652
Total.....	140,902	166,910	60,950	86,002

II.

DURING 1902-03 AND 1903-04, IMPORTERS AND ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 305	\$ 153	\$ 2,331	\$ 2,186			
6,719	3,243	1,248	1,490	418	517	
235	219	42	942			
1,536	989	151	389	13	58	
.....	5	.....	50	.....	.....
1,431	998	781	551			
5,641	8,864	16,660	16,439			
1,377	1,891	1,310	3,585			
938	.....	15	.....		
1,913	3,486	2,699	5,001	1,337	682	
18,858	15,824	5,239	7,718	634	967	
1,296	.....	257	65			
947	1,083	3,338	3,160	37	62	
43,336	38,979	34,071	41,575	2,544	2,353	

TABLE
VALUE OF IMPORTS INTO NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03	1903-04	1902-03	1903-04
Acids	\$ 4,927	\$ 2,152	\$ 311	\$ 464
Admiralty Charts.....	592	587	502	577
Advertising.....	7,246	8,416	1,197	1,902
Aerated Waters.....	1,426	2,163	1,341	1,988
Agricultural Implements	5,197	8,267	1,506	1,973
Ale	5,790	7,218	5,585	6,772
Anchovies	752	795	521	412
Animals	129,730	162,364	4	54
Apparel	215	88	185	10
Apples	32,725	42,836	39	6
Artificial Limbs.....	1,162	1,002		
Asbestos	2,598	4,141	171	769
Bags	442	184		
Baking Powder	327	269		
Bark	13,531	15,817	4,917	5,633
Barley	42	20	20	
Baths	1,238	1,532	176	378
Beans	14,076	18,911	236	1,457
Belting	10,832	18,035	1,038	877
Bicycles	1,557	1,953	23	90
Billiards.....	276	502	199	267

III.

YEARS 1902-03 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 1,510	\$ 164	\$ 3,106	\$ 1,474	\$	\$ 50	
90	10	.....	.....	.....	.....
4,535	4,861	1,514	1,639	.....	14	
29	54	56	115	.....	6	
1,291	2,402	2,400	3,889	.....	3	
19	299	186	147	.....	.....
22	126	131	257	78	.....
129,650	162,160	26	.....	50	150	
30	57	.....	21	.....	.....
24,343	36,551	8,297	6,258	46	21	
20	10	1,142	992	.....	.....
649	730	1,778	2,642	.....	.....
442	153	.....	31	.....	.....
327	148	.....	121	.....	.....
2,950	3,190	5,654	6,964	10	30	
22	20	.....	.....	.....	.....
120	192	942	960	.....	2	
3,852	6,080	178	234	9,810	11,140	1903-04. — Holland, \$10,713; Germany, \$269; Belgium, \$158.
2,342	4,334	7,452	12,824	.....	.....
219	242	1,297	1,621	18	.....
45	25	62	210	.....	.....

TABLE
VALUE OF IMPORTS INTO NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03	1903-04	1902-03	1903-04
Biscuits	\$ 7,808	\$ 7,985	\$ 1,766	\$ 1,395
Blocks	2,686	2,284	168	217
Boiler Plates.....	32,291	15,071	23,674	10,001
Books	37,878	38,188	20,019	21,043
Bows and Spring.....	2,512	5,387	534	555
Brick	3,054	2,612	1,213	1,825
Brin	6,466	5,824	6,466	5,824
Brooms	311	60	7	.....
Brushes	6,193	9,449	2,113	2,096
Butter.....	117,360	119,574	898	465
Butterine Material	3,186	3,066	1,809	1,942
Cabbage.....	4,532	7,459	.....	.....
Cabinet Ware.....	34,065	45,174	8,377	10,474
Cake	251	121	200	120
Candles	3,127	2,586	1,184	884
Canoes	697	1,429	161	90
Cans ..	671	810	.....	.....
Canvas	38,412	42,061	7,426	8,748
Carriages	1,999	2,229	.....	45
Casings	179	.....	.....	.....
Casks and Barrels.....	7,669	6,741	116	320
Cement	9,008	15,743	2,747	4,439
Cheese	29,149	36,682	585	609
Chemicals	557	956	557	854

III.

YEARS 1902-03 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 4,663	\$ 3,664	\$ 1,369	\$ 2,921	\$ 10	\$ 5	
520	125	1,992	1,940	.....	2	
2	872	8,137	3,131	478	1,067	1903-04.—Germany, \$1,067.
8,210	8,861	9,649	8,115	.....	169	
711	2,659	1,267	2,173	.....	.....
1,681	645	9	128	151	14	
.....	
47	44	257	16	.....	.....
2,879	5,720	1,158	1,610	43	23	
84,986	100,794	26,207	18,275	5,269	40	
.....	36	1,377	1,088	.....	.....
838	1,377	3,694	6,081	.....	1	
22,757	30,003	2,850	4,562	81	135	
47	1	4	.....	.....	.....
186	497	1,757	1,223	.....	.....
376	202	148	1,121	12	16	
671	780	.....	30	.....	.....
7,545	16,771	23,441	16,507	.....	35	
1,004	1,192	995	992	.....	.....
29	.....	150	.....	.....	.....
3,240	2,916	4,293	3,102	20	403	1903-04. — Germany, \$1,607; Belgium, \$7,829.
957	399	478	1,469	4,286	9,436	
27,363	35,630	1,127	174	74	269	
.....	.....	.....	102	.....	.....

TABLE

VALUE OF IMPORTS INTO NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03	1903-04	1902-03	1903-04
Chewing Gum	\$ 1,406	\$ 1,575	\$	\$ 39
Chicory	219	217	219	217
China and Earthenware.....	31,636	34,902	25,671	29,498
Cider	53	9	11	7
Clocks and Watches.....	14,037	17,607	4,313	5,259
Coal	426,639	512,355	80,448	125,289
Coffee	7,624	7,690	6,262	6,417
Coin	27,744	127,009	531	468
Coke.....	728	63	380	.....
Combs	3,750	3,747	2,919	2,719
Confectionery	12,087	17,333	6,700	10,084
Copper Paint	1,070	1,211	720	1,097
Cordage	52,477	60,098	37,818	42,308
Corn Broom	1,619	2,619	.....	.....
Corn, Indian	12,577	8,548	.....	.....
Cork	4,170	5,025	572	1,077
Cotton Seed	19	292	.....	.....
Cotton Yarn.....	3,139	3,246	101	118
Cranes, Mining Machinery	143,323	188,096	11,443	13,260
Dories.....	6,174	5,847	.....	.....
Drain Pipes.....	3,000	3,404	1,612	2,244
Dry Goods.....	749,055	864,932	596,094	670,486
Eggs	2,222	3,763	.....	4
Electros	67	.....	.....	.....
Engraving Plates.....	251	140	.....	.....
Explosives	7,354	11,700	3,424	7,778

III.

YEAR 1902-03 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 955	\$ 989	\$ 451	\$ 547			
3,128	3,173	892	1,585	1,945	646	1903-04.—Germany, \$553; Japan, \$72; France, \$10; Portugal, \$3; Austria, \$8.
2,211	1,740	7,486	10,342	27	266	
330,617	342,614	15,245	44,361	329	91	
300	148	832	717	230	408	
27,101	124,417	112	2,124			
348	2		61			
294	209	522	764	15	55	
1,005	1,124	4,382	6,123		2	
	114	350				
5,819	3,958	5,254	7,470	3,586	6,352	1903-04 —St. Pierre, \$68; Norway, \$5,469; Russia, \$5; Germany, \$810.
		1,619	2,619			
885	128	11,685	8,420	7		
837	878	1,166	1,205	1,595	1,865	1903-04.—Spain, \$553; Portugal, \$1,310; St. Pierre, \$2.
	7	19	285			
1,066	3,107	1,972	21			
50,638	46,409	81,092	128,427	150		
3,284	4,017	1,705	1,219	1,185	611	1903-04.—St. Pierre, \$611.
494	446	894	713		1	
64,451	61,562	87,475	129,397	1,035	3,487	1903-04.—Holland, \$2,415; St. Pierre, \$41; Germany, \$293; Italy, \$2; France, \$296; Spain, \$2; Japan, 102; Belgium, \$336.
2,218	3,759	4				
		67				
23	27	228	113			
2,430	2,758	627	85	873	1,079	1903-04.—Norway, \$1,079.

TABLE
VALUE OF IMPORTS INTO NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03	1903-04	1902-03	1903-04
Fancy Wares	\$ 17,903	\$ 24,007	\$ 12,439	\$ 318,13
Feathers	3,121	4,020	5	34
Findings for Boots	6,296	6,131	2,002	2,056
Fireworks	303	24	8	.....
Fish	22,273	13,009	8,207	600
Flagstones.....	2,718	4,159	229	120
Flour	1,384,113	1,614,022	11	81
Forgings	145	2,346	33	1,170
Freestone	964	1,846	519	999
Fruit.....	82,935	101,696	35,960	42,070
Glassware	30,217	34,607	15,742	15,834
Globes	60	.....	39	.....
Gold Leaf	380	310	186	116
Grindstones	1,840	2,045	865	774
Groceries	112,023	136,945	51,430	64,635
Hair Cloth	5,262	7,580	601	521
Hardware	247,242	323,755	119,266	148,847
Harness	4,756	5,352	1,175	2,206
Hats and Caps.....	53,841	60,072	47,181	53,174
Hay	19,523	58,310	.....	.....
Heading.....	14,167	23,140	.....	.....
Hemp Yarn	166,034	181,063	110,936	140,681
Hides	9,529	8,816	1,174	128
Hoop Iron	15,709	15,449	15,079	13,846

III.

YEAR 1902-03 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 1,085	\$ 1,329	\$ 3,749	\$ 3,940	\$ 576	\$ 425	
162	83	2,948	3,845	6	58	
650	1,936	3,644	2,139	.....	.....
167	.....	128	24	.....	.....
13,994	1,740	33	450	39	10,219	1903-04.—Portugal, 10,219 dollars.
189	1,222	2,300	2,817	.....	.....
910,717	1,112,645	472,978	501,010	407	286	
112	106	.....	1,070	.....	.....
41	150	404	697	.....	.....
7,200	10,302	29,523	39,506	10,252	9,818	1963-04.—Portugal, \$317 ; British West Indies, \$4 ; St. Pierre, \$7 ; Italy, \$435 ; France, \$6 ; Norway, \$10 ; Spain, \$5,246 ; Greece, \$3,791.
3,795	4,239	8,598	10,031	2,082	4,503	1903-04.—Germany, \$1,933 ; Spain, \$4 ; Belgium, \$2,498 ; Austria, \$68.
9	.....	12	.....	.....	.....
8	22	.....	172	186	.....
403	337	572	934	.....	.....
17,320	20,042	42,747	50,539	526	1,729	1903-04.—S. West Indies, \$3 ; St. Pierre, \$17 ; British West Indies, \$56 ; France, \$673 ; Portugal, \$4 ; Spain, \$10 ; Norway, \$41 ; Belgium, \$282 ; Holland \$370 ; Switzerland, \$273.
4,298	6,864	363	192	.....	3	
47,339	53,159	76,660	107,396	3,977	14,353	1903-04. — Germany, \$36 ; France, \$16 ; St. Pierre, \$198 ; Holland, \$2 ; Russia, \$40 ; Norway, \$14,061.
1,572	2,019	1,306	1,127	163	.....
3,447	3,910	3,205	2,959	8	29	
17,417	57,498	2,091	758	15	54	
248	.....	13,919	23,140	.....	.....
52,283	.....	.....	37,912	2,814	2,470	1903-04.—Russia, \$2,470.
1,129	4,753	6,791	3,925	435	10	
523	1,179	107	424	.....	.....

TABLE
VALUE OF IMPORTS INTO NEWFOUNDLAND FOR THE

Articles.	Total .		United Kingdom.	
	1902-1903	1903-1904	1902-1903	1903-1904
Hops.....	\$ 3,889	\$ 5,587	\$ 519	\$ 739
Indian Meal	7,314	8,971	.....	.....
India Rubber Ware.....	44,467	68,885	12,629	12,964
Iron	107,957	76,684	30,177	35,926
Jams	6,687	6,131	6,293	5,826
Jewellery	20,447	21,878	8,806	10,729
Junk.....	2,935	1,400	94	.....
Knife Polish and Starch.....	19,675	20,924	7,890	5,687
Lard and Tallow.....	52,288	55,028	.....	344
Leather and Leather Wares.....	275,514	303,586	11,279	17,340
Lime.....	440	584	208	113
Lime Juice	16	115	14	92
Locomotives	189,183	21,589	124	79
Lumber and Shingles	26,272	27,827	956	3,274
Machinery	112,596	193,133	9,894	24,558
Malt	7,981	8,372	336	336
Manure	7,682	12,796	5,973	1,919
Mariners' Compasses	1,542	1,556	1,394	1,512
Marline	91	224	.....	112
Mast Pieces.....	2,207	5,996	341	.....
Matches	1,779	3,793	512	1,423
Meats	724,961	678,941	3,528	4,136
Medicine.....	67,591	73,663	14,381	17,861
Methylated Spirits	1,625	1,954	353	733
Molasses.....	236,674	237,930	.....	.....
Mosaic Flooring	771	1,419	102	451
Music	8	2,670	.....	373
Nails	35,062	42,281	13,360	13,419

III.

YEAR 1902-03 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 166	\$ 426	\$ 2,584	\$ 3,642	\$ 630	\$ 780	1903-04.—Germany, \$780.
6,891	8,704	423	248	.....	19	
15,148	22,793	16,687	29,999	3	129	
65,504	21,329	11,692	15,867	584	3,562	1903-04. — Germany, \$3,384 ; Norway, \$174 ; St. Pierre, \$4.
158	224	197	67	39	14	
3,871	2,578	7,770	8,441	.....	130	
.....	1,400	2,841	.....	.....	.....
1,514	1,379	8,764	11,762	1,507	2,096	1903-04.—Holland, \$227 ; St. Pierre, \$1 ; Belgium, \$1,868.
892	4,149	51,394	46,922	2	613	
161,016	159,626	103,105	126,574	114	46	
174	308	56	74	2	89	
.....	19	2	4	.....	.....
5,192	3,324	183,867	18,186	.....	.....
9,989	9,880	14,280	13,250	1,047	1,423	1903-04.—St. Pierre, \$149 ; British West Indies, \$1,274.
35,050	60,212	66,436	105,450	1,216	2,913	1903-04.—St. Pierre, \$14 ; Sweden, \$632 ; Norway, \$2,230 ; Holland, \$7.00.
7,051	7,921	594	115	.....	.....
440	1,240	1,269	9,637	.....	.....
55	23	64	12	29	9	
91	112	.....	.....	.....	.....
1,005	4,064	720	1,474	141	458	1903-04.—St. Pierre, \$334 ; Russia, \$124.
381	1,729	70	.....	816	641	1903-04.—St. Pierre, \$6 ; Sweden, \$635.
91,242	103,251	630,063	571,551	128	3	
40,899	41,943	11,808	13,570	503	289	
161	200	1,020	698	91	323	
12,596	19,075	.....	9	224,078	218,846	1903-04.—British West Indies, \$218,846.
25	108	644	860	.....	.....
8	254	.....	2,043	.....	.....
11,519	8,739	9,917	19,933	266	190	

TABLE
VALUE OF IMPORTS INTO NEWFOUNDLAND FOR THE

Articles.	Totals		United Kingdom.	
	1902-1903	1903-1904	1902-1903	1903-1904
Nets and Netting.....	\$ 28,701	\$ 31,161	\$ 4,589	\$ 9,002
Nickel		39,900		
Nuts	4,041	4,177	2,929	2,970
Oakum	1,078	1,432	444	1,131
Oatmeal	17,949	13,909	1,068	911
Oats	114,244	142,387	10	55
Oil Cake	56,500	79,633	1,102	914
Oil Clothes	29,756	26,541	1,538	2,983
Oils, Essential	12,605	13,332	2,032	1,890
Oil, Fish	94	143		
Oil, Kerosene... ..	82,607	100,527	31	18
Oil, Linseed	47,328	60,174	19,211	20,928
Olein	177,499	121,876	690	
Ores for Flux.....	158	458	158	372
Oysters.....	737	602		
Paints.....	63,538	67,610	23,515	25,492
Paper Hangings.....	20,929	21,749	9,758	12,326
Paper, Printing.....	20,097	23,505	2,555	2,973
Parchment	1,359	1,508	1,061	1,337
Pease and Peasemeal.....	29,338	27,872	1,305	941
Perfumery.....	2,666	3,401	1,207	1,752
Pianofortes	16,969	18,014	5,092	4,746
Picture Frames	2,222	2,116	470	757
Pig Iron.....	1,795	9,509	1,795	901

III.

YEARS 1902-03 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 10,249	\$ 6,339	\$ 13,722	\$ 15,631	\$ 141	\$ 169	
.....	39,900	.....	.....	.....	.....
299	253	795	932	18	22	
609	294	15	.....	10	7	
16,881	12,266	.....	732	.....	.....
114,232	141,188	.....	1,130	2	14	
9,065	19,873	46,331	58,556	2	290	
14,467	17,830	13,729	5,702	22	26	
2,817	2,951	7,718	8,322	38	169	
.....	.....	94	143	.....	.....
3,469	6,664	79,106	93,844	1	1	
2,781	3,414	25,324	35,829	12	3	
.....	.....	169,894	113,211	6,915	8,665	1903-04.—France, \$8,665.
.....	.....	.....	56	.....	30	
618	497	119	105	.....	.....
21,519	24,532	17,271	16,718	1,233	868	1903-04.—St. Pierre, \$16 ; Russia, \$3 ; France, \$849.
8,791	7,643	2,378	1,780	2	.....
11,287	9,500	6,255	11,025	.....	7	
298	171	.....	.....	.....	.....
26,988	26,152	45	5	1,000	774	1903-04.—St. Pierre, \$2 ; Holland, \$737 ; Belgium, \$35.
1,106	1,239	324	373	29	37	
2,089	3,341	7,295	6,730	2,493	3,197	1903-04.—Germany, \$3,197.
1,015	924	736	361	1	74	
.....	8,608	.....	.....	.....	.....

TABLE
VALUE OF IMPORTS INTO NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03	1903-04	1902-03	1903-04
Plants and Seeds.....	\$ 10,515	\$ 11,844	\$ 2,841	\$ 2,559
Plaster of Paris	619	893	10	770
Ploughs	377	.....	66	.....
Potatoes.....	33,334	23,916	3,015	70
Poultry	67	195	.....	7
Readymades.....	177,839	188,700	141,150	146,987
Rice.....	14,215	16,315	4,738	5,564
Sails	1,050	969	213	112
Salt	118,130	105,406	1,265	1,150
Sand and Clay.....	104	884	95	224
Saws	1,003	449	.....	17
Scientific Instruments.....	302	742	252	260
Shafting.....	1,687	1,337	537	997
Sheeting Material... ..	3,334	2,948	3,131	2,721
Shoe Ink.....	1,286	1,065	19	63
Small Wares.....	185,460	213,640	162,049	186,186
Soap	29,699	26,522	13,836	14,279
Soap Ingredients.....	967	3,897	75	2,321
Spirits :—				
Alcohol	94	69	8	65
Cordials	289	449	289	298
Whisky and Brandy	49,633	52,323	36,228	36,444
Stationery	70,686	81,110	21,824	22,052
Staves.....	41,364	52,479	.....	.....
Steel	3,906	6,367	1,563	3,667
Stereotype.....	697	777	.....	.....
Straw	211	503	.....	.....
Sugar	123,063	108,450	14,147	12,395

III.

YEAR 1902-03 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 3,456	\$ 5,275	\$ 3,786	\$ 3,585	\$ 432	\$ 425	
607	.....	2	123	.....	.....
272	.....	32	.....	7	.....	For 1903-04 in Agricultural Implements.
29,036	22,417	858	1,197	425	232	
46	71	12	116	9	1	
12,048	11,945	24,515	28,551	126	1,217	1903-04.—Norway, \$8 ; St. Pierre, \$10 ; Italy, \$9 ; Sweden, \$19 ; Germany, \$1,027 ; France, \$144.
404	398	88	.....	8,985	10,353	1903-04.—Germany, \$10,353.
455	124	168	622	214	111	1903-04.—Spain, \$61,287 ; Portugal, \$5,921 ; Italy, \$221 ; St. Pierre, \$3,434.
17,148	19,945	17,775	13,448	81,942	70,863	
9	71	.....	589	.....	.....
867	348	136	84	.....	.....
10	292	40	190	.....	.....
1,142	340	8	.....	.....	.....
39	6	111	176	53	35	
113	24	1,154	978	.....	.....
14,791	16,390	7,993	10,915	627	149	
5,345	3,053	10,482	9,042	36	148	
482	145	410	1,431	.....	.....
.....	.....	25	.....	61	4	
.....	7	.....	144	.....	.....
1,067	1,107	62	39	12,281	14,733	1903-04.—France, \$3,154 ; Holland, \$1,333 ; St. Pierre, \$100 ; Norway, \$3 ; British West Indies, \$10,133.
32,452	36,545	16,330	22,407	80	106	
1,980	572	39,384	51,907	.....	.....
1,116	761	61	395	1,066	1,544	1903-04.—Noway, \$286 ; France, \$1,258.
58	122	639	655	.....	.....
151	437	60	66	.....	.....
2,241	3,712	34,098	40,081	72,577	52,262	1903-04.—St. Pierre, \$48 ; Germany, \$49,355 ; British West Indies, \$2,820 ; Norway, \$3 ; Brazil, \$56.

TABLE
VALUE OF IMPORTS INTO NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03	1903-04	1902-03	1903-04
Surgical Instruments.....	\$ 1,604	\$ 1,545	\$ 180	\$ 221
Tar and Pitch.....	14,223	17,726	4,866	4,024
Tea	159,712	184,176	81,544	85,574
Telescopes.....	448	668	439	606
Timber.....	887	2,836	200	2,101
Tinware	18,753	18,526	7,233	8,006
Tobacco	76,331	84,474	12,362	14,655
Leaf	36,381	31,921		
Material.....	6,292	5,594	217	
Tomatoes and Onions	9,814	9,778	3,027	6,458
Trunks	7,161	8,303	3,258	3,671
Tubes	4,731	12,230	3,574	11,466
Turnips	2,505	2,388		
Twines and Lines.....	58,313	48,981	17,725	14,435
Vinegar	1,369	1,044	1,047	921
Wheat	6	75		
Wheels.....	2,324	822		
Wheelbarrows.....	204	135	7	
Whips	426	669	286	318
White Wood	224	199		
Window Shades.....	1,891	3,037	669	1,510
Wines.....	38,470	28,295	4,050	3,098
Beef and Iron	2,271	2,954	7	39

III.

YEARS 1902-03 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$	\$	\$	\$	\$	\$	
1,145	1,003	279	321	.....	.....
5,360	7,133	3,995	6,569	2	.....
54,208	61,644	450	845	23,510	36,113	1903-04.—St. Pierre, \$212 ; Ceylon, \$35,894 ; China, \$7.
9	21	.....	23	.....	18	
521	175	76	554	90	8	
8,599	7,411	2,670	2,953	251	156	
15,801	23,491	40,653	38,542	7,515	7,786	1903-04.—Norway, \$18 ; St. Pierre, \$126 ; Spain, \$8 ; Germany, \$935 ; S. West Indies, \$1,402 ; India, \$1,355 ; Brazil, \$105 ; B. W. Indies, \$2,710 ; Holland, \$2,128.
.....	4	36,381	31,917	.....	.....
.....	.....	6,075	5,594	.....	.....
5,164	1,427	971	1,166	652	727	1903-04. — Portugal, \$613 ; Spain, \$110 ; St. Pierre, \$2 ; Holland, \$2.
3,172	3,350	689	1,223	42	59	
84	121	1,073	615	.....	28	
2,263	2,377	.....	9	242	2	
5,341	5,822	34,503	28,614	744	110	
126	89	183	29	13	5	
6	24	.....	51	.....	.....
1,175	643	1,149	179	.....	.....
22	45	175	90	.....	.....
.....	10	140	341	.....	.....
8	32	216	167	.....	.....
368	424	854	1,103	.....	.....
58	1,325	2	17	34,360	23,855	1903-04. — Spain, \$3,729 ; France, \$1,046 ; Portugal, \$18,947 ; St. Pierre, \$71 ; Germany, \$62.
124	311	2,640	2,604	.....	.....

TABLE
VALUE OF IMPORTS INTO NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.		
	1902-03	1903-04	1902-03	1903-04	
Wire	\$ 578	\$ 715	\$ 168	\$ 103	
WoodjWares	12,735	15,881	2,356	1,438	
Wool.....	1,758	1,954	120	325	
Works of Art.....	488	27	410	27	
Yarns	19,351	22,652	19,199	22,497	
Zinc	640	572	600	547	
Total {	Specified Goods.....	8,338,731	9,281,754	2,081,623	2,393,772
	Unspecified Goods	140,902	166,910	60,951	86,002
Grand Total	8,479,633	9,448,664	2,142,574	2,479,774	

TABLE
VALUE OF FOOD IMPORTS INTO NEWFOUNDLAND DURING THE

Articles.	Totals.		United Kingdom.	
	1902-03	1903-04	1902-03	1903-04
Aerated Waters.....	\$ 1,426	\$ 2,163	\$ 1,341	\$ 1,988
Ale	5,790	7,218	5,585	6,772
Anchovies	752	749	521	366
Animals	129,730	162,364	4	54
Apples	32,725	42,836	39	6
Beans	14,076	18,911	236	1,457

III.

YEARS 1902-03 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 30	\$ 28	\$ 380	\$ 284			
5,924	7,064	4,411	7,335	44	44	
1,342	1,416	296			213	
74		4				
105	127	47	28			
37		3	25			
2,879,451	3,388,320	2,834,669	2,949,756	542,988	550,085	
43,336	36,979	34,071	41,575	2,544	2,353	
2,922,787	3,425,297	2,868,740	2,991,152	545,532	552,439	

IV.

YEARS 1902-3 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 29	\$ 54	\$ 56	\$ 115			
19	209	186	147			
22	126	131	257	78		
129,650	162,160	26		50	150	
24,343	36,551	8,297	6,258	46	21	
3,852	6,070	178	234	9,810	11,140	{ 1902-03.—Holland, \$7,742; Germany, \$2,068. 1903-04.—Holland, \$10,713; Germany, \$269; Belgium, \$158.

TABLE
VALUE OF FOOD IMPORTS INTO NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-1903	1903-1904	1902-1903	1903-1904
Biscuits	\$ 7,808	\$ 7,985	\$ 1,766	\$ 1,395
Butter.....	117,366	116,352	898	159
Butterine and Materials	3,186	178,909	1,809	2,531
Baking Powder	327	269		
Cabbage	4,532	7,459		
Cheese	29,149	36,682	585	609
Chicory and Coffee.....	7,843	7,907	6,481	6,634
Cider.....	53	9	11	7
Cocoa and Chocolate	12,993	16,529	11,624	14,306
Confectionery	12,087	17,454	6,700	10,204
Corn, Indian	12,577	8,801		7
Eggs	2,222	3,763		4
Fish	22,273	13,152	8,207	600
Flour	1,384,113	1,614,022	11	81
Fruit	82,708	101,696	35,960	42,072
Groceries	112,023	120,163	51,430	50,322
Hops.....	3,899	5,587	519	730
Indian Meal	7,314	8,971		
Jellies and Jams	6,687	6,131	6,293	5,286
Lard and Tallow	52,288	4,283		61
Malt	7,981	8,372	336	336
Lime Juice	16	115	14	92
Meats	724,961	679,136	3,528	4,143

IV.

YEARS 1902-03 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 4,663	\$ 3,664	\$ 1,369	\$ 2,121	\$ 10	\$ 5	
84,986	97,950	26,207	18,203	5,269	40	
.....	3,194	1,377	161,065	.....	12,119	1903-04.—Holland, \$2,844; France, \$12,119.
327	148	.....	121	.....	.....
838	1,377	3,694	6,082	.....	.....
27,363	35,630	1,127	174	74	269	
300	148	832	717	230	408	1903-04.—St. Pierre, \$4; Norway, \$17; Brazil, \$387.
.....	.....	.....	.....	42	2	
205	1,675	1,164	548	.....	.....
1,005	1,125	4,382	6,123	.....	2	
885	291	11,685	8,503	7	.....
2,218	3,759	4	.....	.....	.....
13,994	1,740	33	593	39	10,219	1903-04.—Portugal, \$10,219.
910,717	1,112,645	472,978	501,010	407	286	
7,200	10,302	29,523	39,506	10,025	9,816	1902-03.—Spain, \$6,251; Greece, \$3,706. 1904.—Spain, \$5,246; Greece, \$3,791.
17,320	18,204	42,747	49,908	526	1,729	1903-04.—S. West Indies, \$3; St. Pierre, \$17; British West Indies, \$56; France, \$673; Portugal, \$4; Norway, \$41; Belgium, \$242; Holland, \$370; Switzerland, \$273.
166	426	2,584	3,642	630	780	1903-04 Germany, \$780.
6,891	8,704	433	248	.....	19	
158	224	197	67	39	14	
892	991	51,394	3,288	2	3	
7,051	7,921	594	115	.....	.....
.....	19	2	4	.....	.....
91,242	103,322	630,063	571,667	128	4	

TABLE
VALUE OF FOOD IMPORTS INTO NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03	1903-04	1902-03	1903-04
Molasses	\$ 236,674	\$ 237,930	\$	\$
Nuts	4,041	4,177	2,929	2,970
Oatmeal	17,949	13,909	1,068	911
Olein	177,499	121,876	690	.....
Oysters	737	602	.....	.....
Pease and Meal.....	29,339	27,872	1,305	941
Potatoes	33,534	23,916	3,015	70
Poultry	67	195	.....	7
Rice	14,215	16,315	4,738	5,564
Salt	118,130	108,116	1,265	2,180
Spirits	50,016	57,209	36,520	37,579
Sugar	123,063	108,450	14,117	12,395
Tea	159,712	184,176	81,544	85,574
Tomatoes and Onions	9,814	9,778	3,027	6,458
Turnips	2,505	2,388	.....	.....
Vinegar	1,369	1,044	1,047	921
Wine	38,470	28,295	4,050	3,098
Total Dollars.....	3,815,875	4,144,456	299,263	309,439

IV.

YEARS 1902-03 AND 1903-04 WITH PLACES OF ORIGIN.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 12,596	\$ 19,075	\$	\$ 9	\$ 224,078	\$ 218,846	1902-03 — British West Indies, \$224,078. 1903-04. — British West Indies, \$218,846.
299	253	795	932	18	22	
16,881	12,266		732			
		169,894	113,211	6,915	8,665	1902-03.—France, \$6,915. 1903-04. — \$8,665.
618	497	119	105			
26,989	26,152	45	5	1,000	774	1903-04. — St. Pierre, \$2 ; Holland, \$737 ; Belgium, \$35.
29,036	22,417	858	1,197	425	232	
46	71	12	116	9	1	
204	398	88		8,985	10,353	1902-03.—Germany, \$8,983. 1903-04.—Germany, \$10,353.
17,148	20,071	17,775	15,002	81,942	70,863	1902-03.—Spain, \$69,390 ; Portugal, \$6,207 ; St. Pierre, \$4,348 ; Italy, \$1,897. 1903-04.—Spain, \$61,287 ; Portugal, \$5,921 ; St. Pierre, \$3,434.
1,067	1,625	87	3,485	12,342	14,520	1902-03 Rum, British West Indies, \$9,101 ; Gin, Holland, \$400 ; Brandy, France, \$2,707. 1903-04.—Rum, British West Indies, \$9,593 ; Gin, Holland, \$1,333 ; Brandy, Italy, \$221 ; France, \$3,164.
2,241	3,712	34,098	40,081	72,577	52,262	1902-03.—Germany, \$69,680 ; British West Indies, \$1,379. 1903-04.—Germany, \$49,335 ; British West Indies, \$2,820.
54,208	61,644	450	845	23,510	36,113	1902-03.—Ceylon, \$23,280. 1903-04.—Ceylon, \$35,894.
5,164	1,427	971	1,116	652	727	1903-04.—Portugal, \$613 ; Spain, \$100 ; St. Pierre, \$2 ; Holland, \$2.
2,263	2,377		9	242	2	
126	89	183	29	13	5	
58	1,325	2	17	34,360	23,855	1902-03.—France, \$667 ; Spain, \$2,197 ; Portugal, \$31,452. 1903-04.—France, \$1,111 ; Spain, \$379 ; Portugal, \$18,947 ; Germany, \$62.
1,505,502	1,792,248	1,516,630	1,558,397	494,480	484,272	

TABLE

VALUE OF EXPORTS FROM NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03	1903-04	1902-03	1903-04
Antlers	\$ 1,416	\$ 2,149	\$ 660	\$ 321
Beef	775	1,353		
Beer	12	8		
Berries	15,923	5,259	23	20
Biscuits	1,621	995	17	41
Books	3,168	1,321	738	70
Boats		218		100
Butter	15			
Cabbage	58	108		
Caplin..	633	314	291	266
Caribou, Live		100		
Casks	286	174	251	174
Cheese		161		
Coal	185	18		
Cod, Dry.....	5,633,072	5,943,063	402,219	151,665
Cod, Fresh.....	492	371		
" Pickled	7,287	43,056	107	
Cod-roe.....	4,389	10,202	1,866	3,905
Coffee.....	80			

V.

YEARS 1902-03 AND 1903-04, WITH DESTINATIONS.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 327	\$ 480	\$ 429	\$ 1,349	\$	\$	
.....	960	775	393	.....	.....
12	8	.....	.....	.....	.....
2,900	33	12,964	5,191	36	15	
877	638	684	288	43	28	
790	1,086	1,640	165	.....	.....
.....	118	.....	.....	.....	.....
15	.....	.....	.....	.....	.....
9	.....	.....	7	49	101	
16	48	88	87	238	413	
.....	100	.....	.....	.....	.....
35	.....	.....	.....	.....	.....
.....	161	.....	.....	.....	.....
35	18	.....	.....	150	.....
327,414	418,682	144,562	62,219	4,761,877	5,310,497	1903-04.—Brazil, \$1,578,149 ; Portugal, \$1,713,535 ; Gibraltar, \$760,759 ; Italy, \$454,971 ; Greece, \$43,582 ; Spain, \$348,212 ; British West Indies, \$339,419 ; S. West Indies, \$54,395 ; Buenos Ayres, \$539 ; Panama, \$395.
455	283	.....	66	37	22	
3,825	7,459	3,355	35,597	.....	.....
1,065	1,101	.....	4,812	1,458	344	
.....	.....	80	.....	.....	.....

TABLE
VALUE OF EXPORTS FROM NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03.	1903-04.	1902-03.	1903-04.
	\$	\$	\$	\$
Cordage.....		188		
Dogs	26	25		
Dry Goods.....	1,532	1,317	1,159	370
Feathers	194	106	194	89
Fertilizers	27,171	38,981	3,250	146
Flour.....	87	1,842	20	22
Foots Cod.....	120	25	120	25
Foxes, Live	100	828		
Fruit, Dry.....		20		
Fur	89,849	69,339	47,637	44,309
Game	233	85	35	181
Glue		700		82
Glass..	206			
Grease.....	769			
Haddock	5,458	3,300	160	380
Hake.....	1,554	66		
Halibut.....	1,884	1,419		
Hams.....		144		
Hardware	5,383	8,109	760	638
Hay.....	314			
Herring Barrels.....	69	200		
Herring	457,384	328,677	13,108	8,287
Hides	326	228		
Hoops.....	271	383		
Household effects.....	20,486	20,085	1,330	982
Junk.....	7,372	8,405	1,030	
Laths	3,152	3,824		
Leather.....	5,415	3,114	304	

V.
YEARS 1902-03 AND 1903-04, WITH DESTINATIONS

Canada.		United States.		Elsewhere.		Remarks.
1902-03.	1903-04.	1902-03.	1903-04.	1902-03.	1903-04.	
\$	\$	\$	\$	\$	\$	
	188					
26	20		5			
368	609	5	338			
	17					
	1,912	23,921	36,900		23	
67	1,660		160			
100	828					
	20					
29,689	16,003	12,463	9,007	60	20	
90	43	33	24	75		
			618			
206						
		769				
1,996		3,302	400		2,520	1903-04.—Italy, 750 dollars; British West Indies 557 dollars; American West Indies 1,213 dollars.
1,500				54	66	
1,859	1,408	25	11			
	144					
4,287	5,763	336	1,689		19	
				314		
	200	69				
167,614	149,730	253,418	132,327	23,244	38,333	1903-04.—American West Indies, 561 dollars; Columbia, 954 dollars; British West Indies, 36,818 dollars.
326	190		38			
				271	383	
16,098	15,736	3,050	3,357	8	10	
2,072	3,742	4,225	4,663	45		
1,952	1,962	1,200	1,862			
4,231	3,114	880				

TABLE
VALUE OF EXPORTS FROM NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03.	1903-04.	1902-03.	1903-04.
	\$	\$	\$	\$
Leatherware	214			
Ling	80	2,402		
Lobsters.....	387,466	410,405	188,265	222,336
Lumber	232,176	307,540	110,181	270,332
Horses.....	1,085	3,265		
Machinery.....	8,541	9,317		10
Matches.....	648	246		
Metal, Old.....	17,410	6,316	9,083	3,974
Minerals :—				
Barite.....	1,840	6,878		
Copper.....	378,041	403,971	207,228	199,086
Iron.....	692,825	526,285	92,935	56,575
Mica.....	63	100		
Pyrites.....	167,439	311,162		
Samples.....	220	319		
Talc.....	930			
Miscellaneous Articles.....	6,515	9,835	926	1,389
Molasses.....	930	4,688		
Muscles.....	25			
Musical Instruments.....		1,130		280
Nickel-plate.....		39,900		
Oars.....		30		
Oil Cod.....	445,447	287,045	201,781	119,651

V.

YEARS 1902-03 AND 1903-04, WITH DESTINATIONS.

Canada.		United States		Elsewhere.		Remarks.
1902-03.	1903-04.	1902-03	1903-04.	1902-03.	1903-04.	
\$	\$	\$	\$	\$	\$	
134		80				
				80	2,402	1903-04.—British West Indies, 2,404 dollars.
35,030	42,930	3,604	7,086	160,576	138,053	1903-04.—Portugal, 13 dollars; Belgium, 10,696 dollars; Denmark, 4,925 dollars; France, 3,788 dollars; Germany, 100,019 dollars; Holland, 18,150 dollars; London, 132 dollars; India, 330 dollars.
3,491	3,090	2,385	16,338	16,119	17,780	1903-04.—St. Pierre, 480 dollars; Belgium, 17,300 dollars.
1,085	3,265					
4,586	4,583	2,955	4,724	1,000		
		648	246			
6,141	2,292	2,186	50			
1,200		640	6,878			
		170,813	204,885			
313,780	209,000	92,660	63,680	193,450	197,030	1903-04.—Holland, 197,030 dollars.
50	100	13				
7,890		159,549	311,162			
10	264	210	55			
		930				
3,988	2,073	1,433	6,371	168	2	
930	4,688					
		25				
	500		350			
	39,900					
					30	
21,940	19,624	161,659	138,498	60,067	9,272	1903-04.—Germany, 3,290 dollars; Australia, 2,765 dollars; Italy, 309 dollars; Holland, 804 dollars; Gibraltar, 2,104 dollars.

TABLE
VALUE OF EXPORTS FROM NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03	1903-04	1902-03	1903-04
Oil, Codliver	\$ 37,240	\$ 482,792	\$ 14,378	\$ 251,833
“ Seal	453,684	303,067	253,536	152,162
“ Whale	256,372	297,415	247,920	267,889
Oxen	215	17,743		17,360
Oil Clothes		475		
Palings		30		30
Pickets	743	544		
Pit-props	7,888		7,888	
Poles	149	286		
Pollock	120	222		
Pork	1,095	1,512		
Poultry	11	33		
Potatoes	23	588		
Rinds	20	75		
Rabbits	40	240	40	240
Sacks	287	297		
Salmon.....	65,330	75,332	30,821	41,434
Salt	2,975	225		
Scallops		27		
Seals, Dressed	99	163	8	26
“ Skins	325,137	258,987	139,354	106,816
Sheep		273		
Shingles		160		
Skins, Walrus	4,215	13	3,725	
“ Calf		48		
“ Deer		180		
“ Sheep.....	3,184			
Slate.....	57,700	39,850	57,700	38,750

V.

YEARS 1902-03 AND 1903-04, WITH DESTINATIONS.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$ 10,195	\$ 43,930	\$ 12,657	\$ 178,291	\$ 10	\$ 8,738	1903-04.—Italy, \$6,650 ; Germany, \$2,000 ; Portugal, \$88.
24,062	32,631	66,309	42,466	109,777	75,808	1903-04.—France, \$29,375 ; Germany, \$46,433.
5,725	10,803	2,327	17,010	400	1,713	1903-04. Germany, \$1,713.
	25			215	358	
	475					
				743	544	1903-04.—St. Pierre, \$544.
				149	286	
		40		80	222	
	40	1,095	1,472			
	4			11	29	
19	24		4	4	560	1903-04.—St. Pierre, \$560.
20	75					
287	297					
21,374	24,190	8,860	5,675	4,275	4,033	1903-01.—British West Indies, \$1,293 ; Columbia, \$720 ; Norway, \$20 ; Malta, \$320 ; Italy, \$1,380 ; Greece, \$300.
2,975	225					
					27	
72	56	19	81			
411	129	185,372	152,042			
					273	
					160	
	13	490				
	48					
	180					
		3,184				
	1,100					

TABLE
VALUE OF EXPORTS FROM NEWFOUNDLAND FOR THE

Articles.	Totals.		United Kingdom.	
	1902-03	1903-04	1902-03	1903-04
	\$	\$	\$	\$
Smelts		20		
Sounds and Tongues	102	218		
Spars	597			
Specie	63,626	1,506		779
Spirits, Whisky	225	377	25	95
Stearine	3,705	6,756	1,985	5,556
Steel Billets	2,212	2,000		
Sugar	90			
Tea	534	235		221
Timber and Shooks.....	29	125		
Tobacco.....	1,590	1,876		
Trout	8,492	9,032	1,991	1,537
Turbot	874	1,487		10
Twines and Lines	1,133	1,436		14
Venison		120		
Whalebone.....	9,590	29,557	5,940	12,023
Whale Meat.....		173		8
Wine, Port.....	23,268	12,620	21,931	11,564
Wood.....	3,168	2,145	170	106
Wool	80	23		
Totals	9,976,504	10,381,897	2,173,090	1,993,995

V.

YEARS 1902-03 AND 1903-04, WITH DESTINATIONS.

Canada.		United States.		Elsewhere.		Remarks.
1902-03	1903-04	1902-03	1903-04	1902-03	1903-04	
\$	\$	\$	\$	\$	\$	
.....	20	.....	.....	.....	.....
102	208	.....	.....	.....	10	
180	.....	.....	.....	417	.....
59,436	.....	4,190	727	.....	.....
200	.....	.....	282	.....	.....
770	1,200	950	.....	.....	.....
.....	.....	2,212	2,000	.....	.....
90	.....	.....	.....	.....	.....
534	.....	.....	.....	.....	14	
.....	.....	.....	.....	29	125	
.....	107	.....	10	1,590	1,759	1903-04.—St. Pierre, \$1,759.
3,372	1,767	3,057	5,289	72	439	
546	1,421	304	4	24	52	
1,133	1,422	.....	.....	.....	.....
.....	120	.....	.....	.....	.....
.....	14,832	450	2,702	3,200	.....
.....	99	.....	.....	.....	66	
765	568	252	447	320	41	
.....	2	.....	.....	2,998	2,037	1903-04.—Germany, \$55 ; St. Pierre, \$1,982.
80	23	.....	.....	.....	.....
1,102,659	1,102,708	1,357,031	1,470,497	5,343,724	5,814,697	

REPORT

OF AN OFFICIAL VISIT TO THE COAST OF LABRADOR

BY THE GOVERNOR OF NEWFOUNDLAND, DURING THE MONTH OF
AUGUST, 1905.

WITH the intention of paying a short visit to the coast of Labrador, I left St. John's on the 30th July, 1905, by the 5 p.m. train, and arrived at Lewisport on the East Coast at 7 a.m. on Monday the 31st July. There I joined the Newfoundland steamer *Fiona*, with Messrs. Dawe and Reeve on board. Mr. Cleminson had just arrived from Lagos, by way of London, to join our party, having come from Liverpool by the Canadian route. Lewisport is a scattered village which extends round a spacious, picturesque bay, and subsists principally on the lumber trade. It does not possess any specially valuable fishery. The *Clyde*, a subsidized steamer of the Reid-Newfoundland Company, was in harbor, and sailed soon after the arrival of the train for other Coast ports. A large Norwegian barque was shipping lumber at one of the wharves. We sailed about half-past seven for St. Anthony, where we expected to meet Dr. Wilfred Grenfell of the Royal National Mission to Deep Sea Fishermen. We had a calm sea all day, with a cold, light breeze. We passed several large icebergs during the day as we steamed along the coast. As fog was threatening, we turned into the splendid harbor of Croc about 7 p.m., to pass the night there, where we were under perfect shelter. There were some three or four "bultow" fishermen at this place, all doing very well. One said he had caught 20 quintals of fish that day. Formerly there was a large French station in this harbor, but it has now been completely removed.

The coast from Lewisport to Croc is generally formed of precipitous cliffs, often nearly perpendicular, a hundred or more feet high. The greyish sedimentary rocks are at many places being encroached on by the sea. Generally they are covered by low scrubby bush, often, however, shewing only moss or lichens on their surface. We did not see more than two or three schooners on that part of the coast; and at two or three places one noticed a solitary fishing row-boat, but the coast line is practically uninhabited, as far as visible from sea. The whole coast is rocky, rugged, without large timber, and in the distance looks unfit for agriculture; but it is well provided with excellent harbors.

2. We left Croc Harbor at 4 a.m. on the 1st August, and arrived at St. Anthony two hours later, where we found Dr. Grenfell in the Mission Hospital steamer *Strathcona*. He was starting for Battle Harbor in order to take some patients there, but he most kindly turned back with us, and conducted us over the Mission premises. The Bay is about a mile across, and has houses scattered all round it. The population is altogether about 200. We anchored off the wharf which has been built near. The Mission Station at St. Anthony is practically a

new foundation. It consists of a Hospital, a Club House, an Orphanage, and a Storehouse. The Hospital contains six beds for male, and seven beds for female patients. All these buildings are constructed of timber, which is sawn at the Mission's own saw-mill, which has been erected chiefly to supply work to the people of the district when fishing cannot be done. The Hospital was then, in the absence of Dr. Grenfell, in charge of Mr. Menzell, a medical student and volunteer; and of Miss Kunz, a qualified nurse, also a volunteer. The hospital, it was hoped, would be permanently open from September. This is the only hospital on the Island of Newfoundland outside of St John's. It was not supposed to be open for patients at that date, but it had been found necessary to admit four sufferers, two of whom had come long distances for medical treatment. The nearest medical man to this hospital is resident at Tilt Cove, a distance of some 70 or 80 miles by sea. A dispensary was already open at the hospital for outpatients. When complete, this institution will be as well equipped as any one could reasonably expect under the circumstances. It had already a very good supply of medicines, and of the requisite appliances. The Clubhouse was in operation last winter, and was much frequented by the people of the neighborhood for lectures, reading and industrial pursuits. A certain amount of carpenter work was done, including turning by two lathes. But this winter it is hoped a good deal of employment may be given there in weaving "homespuns," for which spinning-wheels and four-hand looms have been imported. Miss Kunz understands weaving, and will be able to give instruction to residents of this neighborhood; but a woman has also been specially engaged by Dr. Grenfell on purpose to teach the local women this industry. There are a few sheep in the district, and there might be many more if the dogs could be restrained from attacking them. Wool has to be imported in the meantime for spinning. Dr. Grenfell has just found that there are women in that community so industrious and willing to work for themselves and their families that they actually pick old clothes to hairs, and re-card and re-work the wool again. There is, therefore, much hope that his efforts to give these cottage industries a start may be successful in a community where the women show such willingness to work, and such remarkable resource.

It need hardly be said that Dr. Grenfell's Clubhouse is equally open to all creeds and denominations.

The Orphanage was being constructed to accommodate 20 children. Hitherto, orphans that have been taken in charge by Dr. Grenfell have been placed with guardians elsewhere, in England, in Canada, and in the United States. It is certainly a loss to the Colony that these children should have been sent out of the country. The establishment of an orphanage will naturally entail a very considerable permanent expenditure on the funds of the Mission, as it will have to provide tuition as well as maintenance for the children. No doubt such an excellent institution will locally receive support both public and private. It appears there are two or three small primary schools of denominational character struggling on in this place. Important as it is that the young should be taught reading and writing, it is no less necessary that they should have some industrial education, and it seems to be the object of the Mission to supply this without any regard to denominational or sectarian distinctions.

Dr. Grenfell has, this season, had great difficulty in carrying on the work of completing the Mission buildings, on account of the prosperous fishing of the present year on this part of the coast. In an indirect way this may be of some advantage to the work of the Mission, as it should ultimately enable the inhabitants to assist the Mission in establishing and maintaining the station, which has its existence there solely for their benefit. Assistance is given there to all that require it, but the Mission adheres to the principle of asking those that can afford to do so to pay something for medicines and for medical treatment in hospital. A very great drawback to this establishment and to the neighboring district is the defective communication with the outside world. From the beginning of June to Christmas a steamer calls in at St. Anthony once every two weeks. At all other times communication is only rare and accidental. Wireless telegraphy would, could it be procured, be a very great boon to all that live in that neighborhood. It is difficult to say where the district served by this Mission Station begins or ends. Patients come to it from all parts of the coast, some of them from the Southern Shores of the Island, for Dr. Grenfell has gained for himself a great and well-deserved reputation as a skilful and successful surgeon. It is perfectly clear that the station, when complete with its qualified and permanent hospital staff, will be a great boon to the Northern part of the Island. There yet remains much to be done to complete the buildings, to drain the land, to lay on a proper water supply, and to organize a permanent teaching and nursing staff. In fact the undertaking is one that requires courage, knowledge and perseverance in an uncommon degree. It will, judging from what has already been done by the Mission, be carried to a successful issue, and when this has been accomplished, it will be so useful and beneficial that those concerned will begin to wonder how they were ever able to subsist without it.

St. Anthony used to be an important French fishing station, but that establishment is now entirely dismantled.

3. We left St. Anthony at 10 a.m. on the 1st August for Chateau Bay. At noon we passed the northern extremity of the Island of Newfoundland. It consists of low rolling hills of sedimentary rock, which is full of white streaked lines, and forms cliffs and precipices down to the sea. The hills are generally covered by low brushwood. At the extreme north end, which is virtually an island, on a cliff about 60 feet above the sea, there stand the substantial-looking structures connected with a lighthouse, which is maintained there by the Dominion of Canada. The situation is naturally a very exposed one. The water seems right up to the cliffs. A small steamer lying in an open bay on the east side of the lighthouse was discharging stores for it. A great iceberg was stranded about a mile or two at sea, projecting some thirty to fifty feet above the water, which shewed that there is no great ocean depth on that part of the coast. Many rowing boats were out line-fishing near this extremity of the island, and there were about a half dozen to half a score of schooners at anchor at different places thereabout. All this northern end is, at least, near to the shore, hopelessly barren; but there were some notable exceptions of small grassy areas to be seen.

On the part of the entrance to Belle Isle Straits that lies between Belle Isle and

Labrador I counted from the deck of the *Fiona* at one time 37 great icebergs. It appeared from the statements of fishermen that there was an unusually large quantity of ice on that part of the coast for that time of year. It had interfered with the fishing, but still the fishery had been good on the whole, all up the east side of the island.

4. On looking at the coast of Labrador from some distance at sea in the neighborhood of Chateau Bay, one would think from the long greyish-white line of the beach that there was a fine sandy shore all along it. But this appearance is produced only by the sea-washed foot of the worn, rounded eozoic cliffs and rocks that on this coast present to the ocean a solid wall of stone, a continuous and enduring breakwater of bare rock, which in its sinuous course is thousands of miles long. The hills are low, rounded and smooth, with dark patches of dwarfed spruce here and there, which become more frequent further inland. Near the sea these hills are almost bare, and, when seen at some distance, of an ashy color, due to the presence of lichens and moss, and to the nature of the formation

The direct entrance to the harbor of Chateau Bay is not more than about 150 yards wide, and there is only about 24 feet of water there. Such passages, locally called "Tickles," between steep and rounded hills of solid rock, are always more or less dangerous on this coast, on account of the not improbable chance of a vessel running on to high boulders that may have been rolled down into these channels from the hills by the action of ice. This can be very well seen on a small scale on the west side of the little hill that forms the south side of the entrance to the harbour. On the north side of the approach to Chateau Bay there are two remarkable deposits of ferruginous stone, flat and level on the top, and with almost perpendicular sides fifty to a hundred feet high, which it appears have suggested the name "Chateau Bay," or "Chateaux Bay."

Unfortunately this ironstone does not seem to be sufficiently rich to warrant its being utilized, at least at present.

At the Southeast end of the bay, in Henley Harbor, there is situated the telegraph station, maintained there by the Canadian Government. A single overland wire connects it with the Dominion telegraph system. A cable was laid some two years ago between this station and Belle Isle, but it speedily ceased to work, having very probably been broken or damaged by icebergs. The Canadian Government have a station for wireless telegraphy, on the Marconi system, on the south end of Belle Isle, in communication with Chateau Bay. The whole telegraphic establishment at this latter place is extremely primitive. The buildings are manifestly of a purely temporary character; and the installation for wireless telegraphy appears to be in an unsatisfactory condition. It seems that it is easily deranged by lightning, and to be affected by electric, atmospheric or other invisible phenomena, which render its working somewhat capricious. It cannot communicate with the Marconi station of the Newfoundland Government at Battle Harbor, on account, as is supposed, of the intervening hills. The direct distance would be about twenty-two miles. At present, therefore, telegraphic communication from the south does not, on the Labrador Coast, extend further north than Chateau Bay.

There was a station of the Marconi Company nearer the north end of Belle Isle, and at a higher elevation, that might, perhaps, have been able to communicate with Battle Harbor; but that Marconi station had been abandoned, at least for the time being.

The telegraph operator has hitherto resided with his family all the year round at Chateau Bay, but it is said that the station may be closed during the winter. One other family, besides that of the telegraph operator, has passed the winter there.

5. Chateau Bay presented a fair example of the Labrador fishing station at the time of our visit there. Some thirteen families had come thither for the three or four months of the fishing season, each consisting of three or four men. They were all from Carbonear. The fishing is carried on principally by the cod-trap. Four of the families had only one trap each; the others had each two traps. The fishing, which is exclusively for cod, though they sometimes get salmon in the traps, was fairly good, but the weather was not very favorable for drying or catching fish, and ice was still at that date, the beginning of August, inconveniently in the way. A small steamer comes to Chateau Bay about once a week from Battle Harbor with salt and provisions, to take away fish. The fishery here would have been better had they not, as frequently happens on this coast, run short of salt. Some of the fishermen bring their wives and children with them. The sick are occasionally visited by Dr. Grenfell; at other times they are sent to him, if he can be found, or to the nearest establishment of the Royal National Mission to Deep-Sea Fishermen. Here I had the first practical illustration of the need of such establishments on the coast, by several people applying to myself for medical assistance. In future visits to Labrador I shall go better provided to meet such calls. Last time, unfortunately, I could do little more than try to have medicines sent them from the hospital at Battle Harbor. On the slopes of the hills around the bay, which is about four miles long and a mile wide, there is a considerable quantity of small trees, chiefly spruce, but with some larch and birch, from which firewood can be obtained. A small unenclosed graveyard at the east end of the bay shews that in recent years at least, some twenty or thirty persons have never returned from the fishery at Chateau Bay.

On the day we reached Chateau Bay I was courteously allowed by the Honorable the Commissioner of Works of Canada to use the Dominion telegraph for transmitting time signals for the purpose of determining the geographical position of Chateau Bay. The same day communication was opened with Dr. Otto Klotz, Geodetic Astronomical Observer to the Government of Canada, a gentleman that has had perhaps unique experience, and has performed splendid work, in determining the longitude of places far apart, using the most exact methods known to that branch of the science. Dr. Klotz was then at Tidousac, on the Gulf of St. Lawrence, and in the kindest manner set about making arrangements for the interchange of electric time signals, not an easy matter over a single wire at such long distances, through so many stations, and by a staff not used to such work.

We remained at Chateau Bay from the 1st to the 6th August, and experienced

there for the first time the extreme difficulty of carrying out astronomical observations on the Coast of Labrador. Time signals were exchanged with Dr. Klotz, and on several occasions when the weather was favorable, that is when dry and with no thunderstorm on the way, in a manner that was quite satisfactory ; but in the course of the six days spent there we were never able to observe a single star for the astronomical part of the work. Only a few observations were obtained from the sun, and from two planets that happened to be in a suitable position, between 7 and 9 in the morning.

Although much time both by day and by night was given to these observations, the result can only be an approximate, and by no means an exact, determination of the observing spot. The position of Tidousac has not yet been finally calculated, and consequently the error of our chronometers has not yet been worked out.

Here also we had our first experience of the great difficulty encountered on the Coast of Labrador in determining the variation of the compass. Owing to reasons that were not apparent, the magnetic needle would not in any of our instruments settle in any position, but would in a few minutes of time vary by fifteen or twenty minutes of arc. We had the advantage of the assistance of Captain Tooker, R. N., in making these observations ; but though that gentleman is one of the most skilful and experienced hydrographic surveyors of the day, we did not succeed in obtaining a satisfactory elucidation of the curious behaviour of the needle. At times the needle appeared, both here and elsewhere on this coast, to be to some extent influenced by the proximity of our own bodies.

6. There is no land on or near Chateau Bay fit for cultivation. At three or four sheltered spots a few square yards of the best land procurable had been tilled, richly manured, and planted with cruciferous plants. But owing to the want of warmth, the cabbage, greens and turnips were then only two or three inches high. The rowan tree, the fruit of which was already red at St. John's, was only in early flower at Chateau Bay. The severity of the climate, and the poverty of the soil are well illustrated by the larch trees that grow on the hills there. Many specimens were met with in full flower, not more than from six to twelve inches high, yet covering several square yards of surface. A further example of this is very obvious in the Cloudberry—here called " Bake Apple," which, in Scotland, at 57° of North Latitude, would hardly be met with at less than 1200 or 1500 feet of altitude, yet grows freely at sea level at Chateau Bay in latitude 52° N.

There is hardly any grass on this part of the country, but the moss that is eaten by the caribou, and therefore by reindeer, is plentiful. So is the cranberry, called here " the Partridge Berry." There are some caribou in the hills not far from Chateau Bay. Formerly they were greatly more plentiful than is the case now. Partridges are still common at certain seasons, and so are eider ducks during the winter. The residents of Chateau Bay entertain an opinion that is not uncom-

monly held on that coast, that the game laws of Newfoundland are not in force there.

An effort was made some little time ago to work a mica mine on one of the hills on the bay. It did not succeed, and has been abandoned. We visited the spot and found mica, in red granite rock, that appeared to be of good quality, but the leaves were too small for commercial purposes, not more than three or four inches square.

On the afternoon of the 5th August, Commodore Paget arrived off Chateau Bay in H. M. S. *Scylla*, but left the same evening for Cartwright, in Sandwich Bay.

On the morning of Sunday, the 6th August, we had a glimpse of the sun, and were able to make some solar observations for longitude, at which we were assisted by Captain Tooker, of H. M. Surveying Ship *Ellinor*. When this was done we sailed for Battle Harbor to attend church in the evening there.

7. The hills along the coast as far as Battle Harbor present the same appearance as about Chateau Bay ; they seldom exceed 1000 feet in altitude, are rounded, and slope down to the sea. At St. Peter's Island there are three or four flat-topped, iron-stone deposits similar to those at Chateau Bay. One of these deposits occurs also a mile or two inland on the mainland, on the same line as those on the adjacent Peter's Island. We had no opportunity of obtaining specimens of this mineral. The greyish looking hills were covered by moss, and at some places by low bushes. Nothing that could be called a tree was visible from the sea. Any effort at agriculture of any description would be quite out of the question, for the whole country side consists practically of hard naked rock.

We passed a whaling station at Antle's Cove, and saw afloat, and tied to a steam whaling vessel there, a large whale that had been captured on the preceding day. We arrived in the *Fiona* at Battle Harbour at three in the afternoon. It appears that there are some 200 people about this station during the fishing season, but the number of residents during winter is very much less. There is a primary school here for children, but it is open only three months in the year, having to take its turn with two other places similarly situated in this respect.

The Royal National Mission to Deep-Sea Fishermen has a hospital here, which is in charge of Dr. Simpson and two trained nurses, one of whom is Mrs. Simpson. It is a two story wooden building, with eight beds for females below, and the same number for males on the upper storey. Fortunately the male ward was empty at the time of our visit. In the female ward were four women, from one of whom an enormous tumour, exceeding eighty pounds in weight, had a few days previously been successfully removed. The condition of this hospital was in every respect very satisfactory. It is well stocked with medicines and instruments, well provided with beds and household furniture ; and is kept scrupulously clean. There can be no doubt that it is of the greatest use and value to people on that part of this lonely coast.

There is no hospital on the coast south of this, but I understand that one is to be established at an early date on the Canadian South Coast of Labrador, but that one will probably not be of much use to those employed or resident on the Newfoundland part of the coast.

At six in the evening Divine Service was held by Dr. Simpson of the Deep Sea Mission. There must have been from twenty to thirty fishing vessels about Battle Harbour for the Sabbath, for Newfoundland fishermen religiously observe the Sunday wherever they may be, and no matter to what church they belong. As is always the case in this Colony, every person in the neighborhood attended service, which took place in a sail-loft most kindly lent for this purpose by Mr. Croucher, Manager at Battle Harbour for Messrs. Baine Grieve & Co. of St. John's. The loft was crowded by men, women and children, who conducted themselves in such a way as to lend solemnity to the occasion in spite of the fact that the building is not without inconvenience for such a purpose. It may be that this impressed itself more forcibly on one's mind from the circumstance that there was at the same place practically next door, a small and neat church building, which was not being used for any purpose by any one. I was informed that it belongs to the Church of England, but that Dr. Simpson does not have the privilege of holding Divine Service in it, and hence the necessity of celebrating in the sail-loft the only service that was being held on that day at this part of the coast. No doubt this only requires to be represented in the proper quarter in order to open the church door to any evangelical service.

The fishery had been good at this place. It is practically confined to cod, but a small number of salmon are caught in the cod traps. There has also lately been some return to this part of the coast of the large herring that used in former times to frequent Labrador waters. Haddock and halibut are rare here.

At the establishment under the efficient charge of Mr. Croucher one could see a really model fishing station. The arrangements for drying, preparing, and storing fish are, one would think, almost perfect, and the whole is kept wonderfully clean, and was entirely free from bad odours.

During the summer, the steamer that sails from St. John's every two weeks proceeds by way of Chateau Bay to Battle Harbour.

A visit was paid to the wireless telegraph station erected here by the Newfoundland Government. The building and installation appeared to be thoroughly good and substantial; but, as already mentioned, it cannot, on account of intervening hills, communicate with the wireless stations of the Dominion at Chateau Bay or at Belle Isle.

Battle Harbour, like Chateau Bay, is not visited by Esquimaux, but some half-breeds come there occasionally.

On the hills about Battle Harbour there was a number of green spots, but no

forest of any kind. No form of agriculture could be attempted. The stratified rocks, which at some distance present different coloured layers, would probably well repay careful examination.

8. At 6 a.m. on the morning of the 7th we arrived at the whaling station of the Messrs. Bowring, at Antle's Cove. We there saw a whale of the Finn-back species, 63 feet long, drawn upon the platform, and partly cut up. This station had up to that date captured 33 whales this season, 16 bulls and 17 cows. The largest one caught this year was 75 feet long. They have been of the three varieties, "finn-back," "hump-back," and "sulphur-bottom." Six of the seventeen cows were in calf. The largest embryo was only six feet long. The food found in the stomach consisted of small crustaceans, a species of white fish five inches long, and a few caplin. Last year this station had 104 whales. Fifty men, all natives of Newfoundland, are employed ashore. These are paid a fixed monthly salary. One steamer is used, manned by Norwegians. These work on shares.

Two other whaling-stations were at work on the Labrador Coast during the season now closed. Their catch has been respectively :—

	Messrs. Bowring.	Messrs. Job.	Labrador Company.	Total.	Value Estimated.
Sulphur Bottoms.....	3	2	...	5	
Fin Backs	20	24	57	101	
Hump Backs.....	14	16	13	43	
	37	42	70	149	\$42,318

During the 1904 season there were only the two first Companies at work on the Labrador Coast. They captured in that year 153 whales, valued at \$73,440, approximate. The great difference in value for the last season is due to the poor quality of the whales and to the fall in price of whale oil. From these figures it would appear that the average value of a whale in 1904 was in round numbers \$480; in 1905 it was only \$280.

9. From Antle's Cove we proceeded in the *Fiona* on the 7th August as far as Indian Tickle, where we spent the night. On the way we passed many boats attending to codtraps, whilst a few were fishing by "jigging." All were doing well. Herring had appeared at several places, but only a few were caught. In the afternoon we landed at Domino Harbor, and visited the wireless telegraph station erected there by the Newfoundland Government. The agent of the contracting company had gone north some five or six days previously to Indian Harbor, with a view of establishing communication with Domino, but no signals had come through to this latter station. The Domino installation has been built on a hill composed of gneiss, at an altitude of about 100 feet, but in a small swamp. The house is very small, but is good and substantial as far as it goes. The apparatus was not working well at the time of our visit. The operator said that when all was

in good order he could manage to transmit twelve words a minute. There were a score of vessels lying at Domino waiting for a favorable wind to proceed south with cargoes of fish ; and there were so many others about this part of the coast that it was quite clear that telegraphic communication with Dominio would be very useful.

The coast from Antle's Cove to Indian Tickle is all rocky, and quite unsuitable for any agricultural purpose. The stratified crystalline rocks are bare, or covered by moss and small patches of sickly grass, sometimes at certain spots with low creeping bushes. Near Cape St. Michael, however, there are a few small patches of dwarfed spruce trees, but this forms a solitary exception. There seems to be practically no soil anywhere. Between Domino and Indian Tickle there are some low, almost flat, islands, with beaches strewn with stone or shingle. Where the ground is nearly level, a large proportion of it is covered by patches of marsh, pools and lakes. Evaporation seems to be almost absent, with the result that the surface is soaked with water wherever it is not solid rock. There were as many fishing vessels about Indian Tickle as at Domino, but we were prevented by bad weather from paying visits there.

On this part of the coast there are some distinct old sea beaches about one to two score of feet above the present level of the sea. One very striking peculiarity of these hills of naked rock along the coast is that they are scored by cracks and fissures in a way that reminds one of the manner in which shore mud, by drying and contracting, becomes fissured under a tropical sun. In the case of these Labrador rocks this phenomenon may, however, have been produced by the opposite process, that of cooling. In any case it is very noticeable. At many places the fissures have been filled up by eruptive dikes of much darker-colored rock, but great numbers of these cracks and fissures have not been occupied by intrusive matter, but remain open.

10. On the 8th August we went in the *Fiona* from Indian Tickle to Cartwright, in Sandwich Bay, where we arrived at two in the afternoon. The *Scylla* had gone to the head of the bay nearer to the mouth of the Eagle River, and the *Fiona* followed thither with the object of doing some fishing there, while Mr. Cleminson and I remained at Cartwright to take astronomical and other observations.

At Cartwright there is the only establishment of the Hudson Bay Company visited by us. The buildings are large and substantial ; the anchorage is good ; and the wharf accommodation is convenient. There is a small church there, but no pastor. There is, however, a schoolmaster.

Professors Curtis and Stebbins of the renowned Lick Observatory, accompanied by Mrs. Curtis and Mrs. Stebbins, were at this place, making preparations for observing the eclipse of the sun on the morning of the 30th August. We carried out astronomical observations to determine the geographical position of their camp, and the true north and south line. Here we found the plague of mosquitoes and

flies even more vexatious than we had experienced them to be further south. There seems to be only one species of mosquito on the coast, a culex of brown colour. It is a remarkably sluggish animal compared to most of its congeners of the tropics, slower in its movements than the largest brown anopholes; but it is provided with an unusually long proboscis, the use of which it understands so admirably that an ordinary kid glove is no sure defence against it. It gives little or no warning of its presence, but proceeds at once to attack its host in the most direct manner. This mosquito, often in shoals, is very troublesome to the astronomical observer, but we found the small fly to be a worse torment, and much more venomous than the mosquito. Cartwright Bay is surrounded by hills, and is consequently, though spacious, well sheltered. One result of this is that the sides of the hills are all covered by a forest of small trees, principally, if not almost exclusively, of spruce.

Some timber concessions had been granted by the Government of Newfoundland inland from this bay. One thing is abundantly clear with regard to these concessions in this place, that stringent conditions should be attached to such grants against cutting down, or destroying in any way, immature trees.

Those officers that went to fish on the Eagle River spoke of that stream in glowing terms as a salmon resort. They found, however, that salmon are regularly and systematically netted there without regard to the Fishery Regulations of the Colony, which prohibit this mode of fishing in the rivers. It seems there are people on the Eagle River, and in other rivers on the Newfoundland coast of Labrador, that consider they have by long usage a prescriptive right to catch salmon there by net, and that this right cannot be taken from them by any law passed in Newfoundland. There can be no doubt whatever that net fishing should be prohibited in all those rivers; but whether compensation of some kind should be paid to those who, like their fathers and grandfathers, have fished there with nets, is a question that would be worthy of some consideration. Equity would perhaps require that the prescriptive rights of those people should at least receive attention before the law is strictly enforced against them. This subject will no doubt be dealt with in an equitable manner, as the Eagle River was visited by the Hon'ble Captain Dawe, Minister of Marine and Fisheries.

Cartwright is a port of call for the St. John's summer fortnightly steamer. The Hudson Bay Company's steamer had been wrecked on the way to Cartwright, and the consequence was that a great quantity of exports were then ready and waiting for shipment there. The salmon fishery, river-netting notwithstanding, had last season been above the average. The question, however, is not only will this continue if the netting is allowed to go on, but also how much could the fishing be improved if river netting were put an end to? As the salmon is a fish that travels a good deal, this question concerns more than the Eagle River or its immediate neighborhood.

11. We sailed from Cartwright in the *Fiona* at ten of the forenoon of the 6th

August, and arrived at Indian Harbor at half-past four in the afternoon. Between these two places there are no trees, practically no vegetation of any kind, to be seen along the coast after leaving Cartwright Bay, the hills, consisting of grey rock, low and rounded, being all quite naked. We took on board the *Fiona* at Cartwright an officer of the Hudson Bay Company, who was very seriously ill, and landed him at the hospital at Indian Harbour, where we learned afterwards, much to our satisfaction, that he made a good recovery. At several places on the way we passed a number of schooners loading fish. After observing with Mr. Cleminson to determine the geographical position of the spot, I visited the hospital of the Royal National Mission at this place. It was in charge of Dr. Mumford, and of Sister Williams, a trained nurse. It is a wooden building of two storeys, and has a dozen beds for patients. It is opened in June each year for the sick, and is closed in October when the fishing is over. There were then half a dozen patients in the wards. One young man was recovering from typhoid fever, a disease which it appears occurs not infrequently on the coast. For such patients as these the question of hospital or no hospital is very much a matter of life or death. One poor woman, of about fifty, whose case is very pathetic, had just been admitted to be operated on for an ovarian tumor. Her husband had died not long ago and left her with five or six young children, and she had gone from her home in Conception Bay to try to earn something during the fishing season on the coast of Labrador, but had to go into hospital at Indian Harbor. I learned with much regret that this struggling, hard-working, industrious woman did not recover to resume her toil. The hospital was in excellent condition, very clean, and well found in everything that was necessary in such an establishment. Some of the beds in it are endowed by private individuals, or by churches and schools. It was noticed that there are no endowments of this kind from Newfoundland, probably because the idea of assistance in this form has not been presented to those that would undoubtedly be willing and desirous of providing it, if they only knew that such aid is required for our own people there. During the fishing season there is a considerable population at and about Indian Harbor. There are no trees in that neighborhood, and firewood has to be brought from Cartwright. There were some five or six large schooners in harbour loading with dried fish. The fishery had been rather above the average on this part of the coast, but the weather had not been very favourable, and we were assured that the 9th of August was the first really fine day of the season. Here we met with only one man that had not had a fishing above the average of other seasons. There is, it appears, hardly any attempt at cultivation of any kind. We saw three small beds of some cruciferous vegetable, but the plants were small and feeble and showed but little vitality. It was noticeable that vegetation was much later here than at Chateau Bay. At this last place I had a week previously had great difficulty to find a single flower of the cloudberry, the fruit being already red and half grown there. But at Indian Harbor there was only flower and no fruit. The difference in latitude is only two and a half degrees; the difference in vegetation probably from two to three weeks. But Indian Harbor is more exposed to the Arctic currents. Some of the hills about Indian Harbor were almost of a light green, from short grass. On many of these hills the gray

sedimentary rock was covered by masses of dark eruptive stone. The lower stratified rocks are here often fissured in a remarkable manner.

12. At Indian Harbour is situated the most northerly of the wireless telegraph stations built by this Government. We found the installation on the top of a bare hill of solid rock, at an altitude of perhaps three or four hundred feet. It had been erected the previous year, and the mast and stays had suffered some damage during the winter. This had been repaired, and everything seemed, at the time of our visit, to be substantial and in good order and condition. A representative of the contracting company had left this station a day or two before our arrival, having failed to transmit signals to Domino, the station nearest to Indian Harbour. It appeared, therefore, that the state of Newfoundland wireless stations on the Labrador coast was as follows, proceeding from north to south :—

1. The most northerly station, at Indian Harbor. Houses and installation complete to all appearance, but the apparatus incapable of transmitting to, or of receiving from, the next or any other station, any signals of any kind.

2. Domino Station, some fourscore miles south of Indian Harbor. Here the instruments were not working quite satisfactorily, but it was in communication with the next station south of it.

3. American Tickle Station, about fifteen miles south of Domino Station. This station was not visited, but it was said to be in communication with :

4. Venison Island Station, which was some fifteen miles further south than American Tickle.

5. Battle Harbor Station, about thirty-five miles south of Venison Island, was in communication with that station.

Messages could therefore be transmitted with more or less certainty from Battle Harbour northward as far as Domino, but no message could be sent south of Battle Harbour, or north of Domino.

It would thus seem that the four most southerly stations that are able to communicate among themselves cover only some sixty-five miles of a coast line, giving a mean distance of nearly twenty-five miles between the stations. We were informed by the intelligent man left in charge of the station at Indian Harbor that the Company's representative had, before he left, declared that one or more intermediate stations will have to be erected to connect Indian Harbour with Domino. We were given to understand that the different stations were located by the Company's agents, and the erection carried out under their supervision, at the expense of the Government of Newfoundland. The agents so employed had, we were informed, no doubt that communication would be easy and certain from end to end of the system as now laid down. Unfortunately their expectations have not been realised. It would therefore appear that the system of wireless telegraphy is still in an experimental stage, if, indeed, the men employed by the company represent

the most advanced skill and knowledge of the day. One thing seems clear, that this Government, having incurred the very considerable expenditure of erecting stations on the coast, will have no option but to continue to erect more to connect the five existing stations with each other, and to bring the group into communication with Chateau Bay, Belle Isle, or some other station that is in connection with St. John's. That the system when complete will be of use there can be no doubt, especially if extended south along the Newfoundland coast till it connects with the telegraph wires.

At Indian Harbour, as at most places touched at, the people present were most desirous of showing their loyalty. I was received at several points with cheers and discharges of musketry, sometimes by a salute of one musket where only one man was present, a welcome that was under the circumstances more eloquently loyal than would have been the regulation number of big guns. Indian Harbour was, it appears, the most northerly fishing station on the Labrador coast in 1826, and was then on a small scale.

13. At 5 a. m., on the 10th August, I sailed from Indian Harbour on H.M.S. *Scylla*, to proceed direct to the northern extremity of the Labrador coast, the intention being to start from that end and to travel thence southward, thus visiting the several stations on the coast on the return journey, a plan that was deemed suitable on account of climatic conditions. I was accompanied by Mr. Cleminson and hoped to carry out observations of several kinds at the Chidley peninsula before the arrival of the *Fiona*, and then to tranship at Port Burwell into that vessel, on which I could more conveniently visit the coast stations than would be the case on the much larger *Scylla*. The *Fiona* was to go up the coast in-shore under the pilotage of Dr. Grenfell.

The *Scylla* steamed about 10 knots. During the 10th the weather was all that could be desired, the sea perfectly calm and smooth, free from drift ice, but many icebergs were floating Southward with the current tending in that direction. The great naked hills of the coast were distinctly visible in steel blue outline, with patches of snow in such hollows as were at a height of about 1000 feet above the sea. There was not much life along the coast. Here and there a few fishing schooners could be made out. There were very few birds. An occasional black fish, and very few whales, were seen. The air was delightful and exhilarating.

About 7 a. m. of the 11th we were off Cape Mugford some fifteen miles. The mountains of that part of the coast seemed destitute of forest, but held much snow where they rose to 2,000 or 3,000. The weather was still perfect and the sea calm. Small fields of ice here and there now began to be met with, but they did not interfere to any extent with navigation. By mid day, however, both thermometer and barometer began to fall ominously, and before night we had rain, fog and an east wind, with floating ice-fields becoming larger and more frequent. We had hoped to reach Cape Chidley by four next morning, had the weather remained favourable.

During the night of the 11th, by the time we had arrived near the 59th degree of North latitude, the sea was found to be so nearly covered by floating ice that a free passage through it could not always be found for the ship. The fog remained dense and there was practically no wind. It was thought that we were near Cape Chidley about six or seven in the morning. Although the sun was by seven or eight o'clock at times almost quite visible in outline from the deck of the *Scylla*, yet nothing could be seen low down near the level of the water except at a very short distance, on account of the impenetrable, low, creeping fog. It was evident that it consisted of a thin sheet of cloud that rested on the surface of the water. We often had an opportunity of seeing on this coast how a dense fog may, and often does, cover only a very small sharply defined area. About eight o'clock we had a peep, as if through a loophole in the cloud, of a small part of the face of an almost perpendicular cliff of bare rock with some patches of snow, about 300 yards ahead of the ship. Soon afterwards a glimpse was got of a small part of the coast, and then the fog closed down again as impenetrable as before. It was however soon found by other momentary glimpses through the slowly drifting cloud that the coast was Cape Chidley or its near neighbourhood. The fog cloud continued to open and close on the coast at short intervals, sufficient after some time to show that when steaming four or five knots we lost instead of gaining ground, on account of the strong current that was running south along the coast. Numerous large patches of ice were being carried southward by this stream, so close together that great care was required to navigate the *Scylla* through them. Soundings, which were frequently repeated, indicated about eighty fathoms of water along that part of the coast at a quarter to half a mile from the foot of the cliffs. The position must have been one of some anxiety to the responsible officers, in view of the strong current, the ice masses, the thick fog, the utterly inhospitable shore, and in waters of which no survey has been made. Three or four inlets or bays, all packed full of ice, were passed in the neighbourhood of Cape Chidley. The coast wherever it could be seen for a moment presented steep, generally nearly perpendicular, cliffs of crystalline rock almost devoid of any stratification; or torn precipices of bare gray or brown rock, with no trace whatever of vegetation, for even moss seemed to fail on those frost-eaten crags. Now and then for a moment one caught a glimpse of rounded hills, without peaks, 1,000 to 1,500 feet high. The fog had closed down in its dense dark-yellow form, and it was thought we must be opposite the most northerly point of the Chidley peninsula when we caught sight of two Esquimaux kayaks, each containing a single native. They were apparently looking for seals, and were armed each with a gun and a harpoon. One of them fired off his gun seemingly as a salute to us. They were induced to come on board the *Scylla*, but unfortunately they did not understand a word of English and we did not know any Esquimaux. They did not appear to know the word "Missionary," though it was conjectured from their excellent outfit that they must be under missionary influence. We had therefore to put them on board their kayaks, which they managed with wonderful ease and dexterity in the whirling eddies, without our having been able to obtain the smallest information of any kind from them. Nothing whatever could be seen of the coast at that time through the dense fog that thickly enveloped all around us. Fortunately this began to rise not long after, and we found that we were then at the north end of the Chidley peninsula, and soon the whole of the

west side was left perfectly clear though an impenetrable cloud continued to rest on and completely veil the eastern side. Enormous blocks of ice were then being driven into the Straits from the Atlantic, and they were so close together that it was only by using the ram of the *Scylla* that a passage could be made for the ship. The tide had begun to flow west towards Ungava Bay, and was bringing in after us enormous fields of ice, before which we had to advance. While we were trying to feel our way round the coast, close inshore, in search of Port Burwell, a bright red ensign was noticed near a house that seemed of European model, about a mile and a half up a narrow channel leading right inland. A gun was fired to attract notice to our presence. Fortunately the ship was, at the mouth of this fiord, protected by the configuration of the rocky coast from the ice masses that were now being brought west by the rising tide, so that it was possible to remain in the bight in which we were till two small boats rowed out to us. In one was the Reverend Mr. Waldmann, a Moravian missionary, who kindly came on board the *Scylla* and showed us the way round the coast to Port Burwell, which was only a mile or two distant. Mr. Waldmann had gone to the top of the hill to look out for the mission steamer *Harmony*, which was then expected, and he thus happened to notice the *Scylla*. We came to anchor in Port Burwell, a good and safe harbour, before evening. There were great fields of floating ice half mile from the shore all round that part of the coast, but the *Scylla* was able to pass inside these, sometimes not more than three or four hundred yards from the rocky shore. There were still several small icebergs in Port Burwell, and the upper end of the harbour and the channel in front of the mission were so closely filled with huge blocks of ice that we had some difficulty in getting to the station.

14. We remained at Port Burwell from the afternoon of the 12th to the morning of the 19th of August. The weather was so bad during the whole of that prolonged stay that hardly anything could be done in examining the country, owing to the prevalence of fog, rain and sleet, with high easterly winds. For astronomical purposes we were able to observe stars for not more than two hours during the seven days and nights we remained in that harbour.

Only two positions were obtained by astronomic observation in this neighbourhood, that of Port Burwell, and that of an island I had thought in passing on the 12th to be the most northerly part of the peninsula, though it was found by actual observation that another point, two or three miles further east, was ten or fifteen seconds further north. But it was very difficult to obtain "sights" on that island through the driving fog. The temperature on the top of the island at noon on the 18th of August was 38 Farenheit. On the preceding day it was only 34 Farenheit at the sheltered Mission station at 8.30 a.m. From the top of this island, about 350 feet high, one had an excellent view of the passage that is called Gray's Strait, between the Button Islands and the Chidley peninsula proper. When the tide was rising, a current of from four to six knots, depending on the state of the tide, and about half a mile wide, ran from west to east along the shore of the peninsula; beyond that an equally strong current, which represented the rising tide, swept past from east to west. The direction of the current along the south end of the Button group could not be made out. The clash of these two mighty streams roared like a great waterfall, and produced extensive and powerful eddies and whirl-

pools. Commodore Paget, after landing me on the island where I was to observe, continued his way on the *Scylla's* launch, accompanied by Mr. Cleminson, and by Mr. Lane as a guide, to cross the Button Islands; but it was soon found the launch was at the mercy of the great currents and eddies. Looking on from the island I could see better than they could the danger they would incur if they ventured too far, and I was glad to see that they were able to turn back before they had quite reached the line of impact of the two contending streams, and in a short time to find shelter in more protected water. This shows clearly the importance and interest that attaches to the "Grenfell Tickle."

On the 14th, in company with Commodore Paget, we had examined the north-west half of the Grenfell Channel or Tickle. This is a passage that leads through from the east coast, starting south of Cape Chidley, to the bay that lies on the east side of the Chidley peninsula, opening some two or three miles south of Port Burwell. It is about two or three hundred yards wide, and was supposed to be sufficiently deep to permit of the passage of large ships through it, thus avoiding the necessity of doubling the Chidley peninsula. Mr. Reinold, Navigating Lieutenant of the *Scylla*, has, however, after traversing the channel twice, reported one spot in it where the depth did not exceed two and a half fathoms. It is, therefore, necessary, that it should be more fully examined before it can be considered safe for large vessels. Strong tides press through the Grenfell Tickle. It seems to be navigated by small icebergs with more draught than any ship would have. It runs all the way between steep hills of bare rock. Although we were in the channel at the warmest period of the summer season, snow fell when we were there in the middle of the afternoon. It is about 8 or 10 miles long, and would, if proved to be safe, be a decided gain to vessels passing between the Atlantic and Port Burwell or Ungava and Hudson's Bays. Unfortunately the weather was so unfavourable that we were not able to make a complete examination of this important passage, which would take some time, on account of the probability of its containing some great boulders in its bed.

15. The Moravian Station at Port Burwell is called Killinek. At Port Burwell there were 48 natives, men, women, and children, in six families. In their own language they call themselves by the name of "Innuït," and do not know the term "Esquimaux." It is a coincidence that the Innuït should have Teutonic teachers and that these two racial appellations, Innuït and Deutsch, which, in their respective vernaculars, connote such widely different races, should etymologically mean "the people." The term "Esquimaux," on the other hand, seems to be a name given to the Innuït by their neighbours, similar in meaning to "Samoyed," and to "Carib," our "cannibal," names that it is very improbable that the peoples indicated thereby ever gave to themselves. It is, however, not likely that the Innuït are aware of the evil significance contained in the word "Esquimaux." It expressed characteristics that in their case were probably not misapplied, for Chapple says of them as late as 1808, page 100, "They hesitate not to sacrifice a favorite child on the grave of its deceased parent."

The Rev. Mr. Waldmann and Mrs. Waldmann have been at Port Burwell

about one year, but they have been fourteen years in Labrador in the service of the Mission, without going on leave till this fall. The Rev. Mr. Stewart, of the Church of England Mission, laboured there two or three years, but it was agreed between the two Missions that the work at Killinek should be taken over by the Moravian Mission. Mr. Stewart then went on to Port Chimo in Ungava Bay. This arrangement now leaves the whole population of the Labrador Innuits that are under the jurisdiction of Newfoundland to the exclusive teaching of the Moravian Mission.

The Innuits about this station are all natives of the East Coast, that is, natives of the Newfoundland dependency, with the questionable exception of one woman who is from the St. George's River. They are about middle size compared with Europeans, are strongly built, but look shorter than they really are on account of the cut and quantity of their clothes.

On Sunday, the 13th, we attended Divine Service at the house of Mr. Waldmann. A suitable church and school will be erected there shortly, but in the meantime the Mission house is the only meeting place. All the Innuits of the settlement were present, well and heavily clad in furs and woolen garments. None of them are baptised as yet, but they come to divine worship regularly as soon as the bell is rung. One young girl got baptised, but the natives had carried her off from the station, as they did not seem to quite approve of baptism. There was a close adherence to type among the Innuits present. Their hair is black, smooth, and straight; the forehead small; the eyes brown; the palpebral opening narrow, the lower edge of the lid straight, the margin of the lower lid curved, the eyelids thus cutting off two segments of the brown iris; the cheek-bones are broad and prominent, the cheeks ruddy, on a yellowish-bronze background. The breadth of the face across the cheek-bones is equal to its length from the eyes to the lower point of the chin. The upper lip is neither long nor short; the lower jaw is slight in proportion to the cheek bones; the chin is small. But the most remarkable feature of the Innuits is the small, often ridiculously small, rounded delicate nose, which projects in some cases hardly anything beyond the high cheek bones, and gives a very remarkable unsymmetrical, unfinished look to the face. It is a strange peculiarity of many of the young Innuits girls of about a dozen years of age that, if one looks only at the face of the girl, it would pass as belonging to a woman of thirty. Some of the elder men had a thinnish beard, but the younger men had but a trace of hair on the chin. The small feet and hands, the straight, glossy, black hair, and to some extent the eyes, remind one of the Line Islanders of the Pacific, who live in a climate that is the antithesis of Labrador, though the two races are probably from a common stock. Perhaps nothing is more remarkable in this people than the softness of their voices. They have quite remarkable musical capabilities. Even at this comparatively new station they sing the service hymns exceptionally well. Mr. Waldmann read two lines of a hymn at a time from a translation into their own language. Mr. Cleminson presided at the harmonium and accompanied the singers, then other two lines were taken in succession, till the hymn was finished. Mr. Waldmann conducted the whole service,

which was simple and not too prolonged, in the Innuït tongue, which even in the mouth of the most eloquent native is neither a fluent nor a euphonious language.

A half-breed couple, Mr. and Mrs. Lane, natives of Davis Inlet, reside at Port Burwell where they have lived several years. They occupy the humble dwelling formerly tenanted by the Rev. Dr. Stewart. Mr. Lane arrived at Hudson Bay while we were at Port Burwell. He had been serving as interpreter on the Canadian steamer *Arctic*, with Major Moody, of the Canadian Mounted Police. They are a very intelligent and industrious couple, and are well acquainted with the country. Mrs. Lane makes very superior boots of seal skin, for which she manages to find a market. The foot consists of a kind of skin that is lighter in color than the leg. The sewing is done with the fine and strong threads of the sinew that is obtained from the loins of the caribou. Mrs. Lane, who is a resourceful and courageous woman, has alone killed more than one polar bear.

The natives looked healthy and in excellent condition. They were always, whether occupied or not, warmly clothed in garments half European, half native. They were then living in canvas tents, but will occupy huts of earth and stone during the winter. They catch considerable quantities of codfish in the neighbourhood but no salmon or trout. Caribou are rare in that part of the country. Seals are common. It appears that the seals are shot, sometimes by Winchester rifles, and then harpooned. The natives still use walrus bone for making some parts of their spears or harpoons, but the points are of steel. They trap a certain number of white and red foxes, but the black or silver varieties are rare. There are sometimes large numbers of partridges on the peninsula. It is said they pass here in the fall and spring in their migrations to and from Baffin's Land.

16. The natives about Port Burwell retain more of their original manners and habits than do those about the other stations further south. There is some approach towards individual or family rights to exclusive trapping or fishing over certain defined localities, but they frequently fish or hunt in common. For example, a man named Kuber, claims the Button Islands, the group that forms the southern side of the entrance to the wide channel that leads from the Atlantic to Hudson's Bay. They are utterly bare and barren, and are now unoccupied, and are rarely visited by natives. On the other hand, in more than one case, three or four men hunt together over the same land. A father may or may not divide his property and rights among his sons. The eldest son is recognized as the head of the family. Women have no hunting or fishing rights. Unmarried sisters are provided for by their brothers. No attempt whatever is made at any form of cultivation. There is in point of fact no soil; and if there were, the climate would be prohibitive. An intending bridegroom has to pay the father and mother for their daughter. It was ascertained that the payment in one case had been enough seal skins to make a tent. The bridegroom in this particular instance, however, obtained his bride on credit, and refused to pay afterwards. The natives are not very willing, it appears, to give information on such matters as these. But it seems that at Killinek payment is always made, at least among those not yet well under missionary influence. It was not found that any very distinct trace of totemism exists among them. One man had abandoned his wife and two children,

and had gone to live with his half sister instead. But such a connection as this was said to be exceedingly rare among the Innuits. This man had been forbidden by Mr. Malderman to come to the station. One woman was seen there that had given birth to nine children. She had been twice married. Only one man in the community had two wives. One woman we saw is the mother of five remarkably fine, plump children, with ruddy cheeks, and bright dark eyes, reminding one of Japanese. It was quite clear that among the natives on the northern part of the coast, large families is the rule. All the children looked then exceedingly plump and very healthy, unless indeed they might be considered morbidly fat. One tent we entered was made of thin canvas, supported on a single pole, the lower edge of the cloth being kept tight on the ground with large stones. The inside was half black with mosquitoes, but the women and children did not seem to mind those overgrown and well fed insects.

There is no chieftainship among the Innuits, and there is little or nothing to show that they ever had a polity of tribal and chiefly distinctions. As has been the case in perhaps every aboriginal people that ever existed, certain persons among the Innuits, called variously magi or sorcerers,—locally “*angekok*”—claim to be able to establish or enter into communication with a supernatural world. These, it appears, invoke spirits, or the elements on account of third parties. But the private individual had, in some cases still has, his own particular praying spot, where he addresses himself to the spirit of his father, or fathers, in very much the same way that the Yoruba in West Africa prays to his fetish, which contains the spirit of the ancestor of his tribe; and in a manner similiar to that in which the Papuan finds the soul of his ancestor in the white cockatoo, or in whatever object the totem of his tribe happens to be located. It is to the practical part of this ancestral worship, which has certainly been the most widely distributed cult in the world, that the anthropologist is indebted at the present day for the few specimens of old Innuite articles, such as stone lamps, stone dishes, &c., that are still to be found in Labrador. The prayer of the Innuite to the spirit of his ancestor may be regarded as closely connected to the principle of totemism.

It was only the other day that the American archeologist Davis discovered a princely tomb at Thebes, in the royal burying ground of Ramses II, a contemporary Pharaoh of Moses. Inside that vault were various vases of alabaster, quite intact, and many other articles of domestic use, just as they were made and required there 3,400 years ago. These things were put in the royal tomb for the use of the occupant, and this no doubt represented the very highest conceptions of thought and civilization to be met with at that day on the face of the globe. In precisely the same spirit the deceased Innuite was laid to rest in a convenient spot among the cold, bare rocks of his desolate, native country; and his rude stone lamp, his stone pot, his two little balls of pyrites with which to light his fire, his arrow and spear heads, perhaps a stone axe, were put near him; but the lamps and dishes, being in positions easily accessible, were made unserviceable for use by the living by making holes in them, or by damaging them in some other way. The Papuan puts over the grave of the dead in the same way the tools and utensils belonging to and used by the defunct man or woman. The only difference be-

tween the practice of the royal pharaonic Egyptian and the secluded and unenlightened Innuït, is but one of culture and refinement in art. The principle and practice from the human point of view were identical, though the surroundings were so very different. The graves of the Innuït have been as ruthlessly violated and robbed as the tombs of the royal Pharaohs, so that at the present moment it is rare to meet with an Innuït grave that is completely furnished. The Innuït naturally is inclined to resent the violation of the more recent graves that contain the remains of those they may once have known. In one case a man complained loudly to a member of the Moravian Mission that an enthusiastic American lady had carried away the principal part of the mortal remains of his own grandmother. In all probability the Innuït always buried, or set aside, their dead among the slabs and boulders of stone. They could hardly have burned them, owing to the absence of fuel. It would have been difficult, in many cases impossible, to bury them for want of soil.

The Innuït is still interesting as being a very natural, a very human, man. In the same manner as the Yoruba, the Papuan, the Chinese, and the Japanese, he regards his dead as members of his family ; and the spirit of his ancestors as a protecting power to be conciliated by worship and devotion. How deep-rooted this feeling is I have had good cause to learn in trying to put an end to house burials among a primitive people in another part of the world. In spite of evangelisation this sentiment is not extinct in the Innuït.

17. The natives about the Killinek Station, as at all others, are at perfect liberty to come and go as they choose. Locomotion during winter is by dog sleighs. Their dogs are very large, rough, and strongly built animals, though not equal to those seen at Cartwright, where they are probably much better fed. They are black or white, or of mixed colour. In summer they are not fed by their owners, and have to pick up their own food where they can get it. They vary in price, from four or five dollars for an ordinary dog, to as much again for a leader. In winter they are fed on dried fish. The dog seemed to be the only animal kept at Killinek. Lieut. Chappell in his book on Labrador, published in 1818, says of the Labrador dog, page 100 : "They have been frequently known to devour the unprotected children of their masters." At Cartwright we saw evidence that this ferocious animal has not become more mild in disposition. A bright little boy, son of the genial Mr. Swaffield, Manager for the Hudson Bay Company at Cartwright, aged about half a dozen years, was last year being literally torn to pieces by the dog-team of that old-established station when he was rescued from their fangs, I believe, by Mrs. Swaffield. Though fearfully lacerated the little fellow has, under the care of Doctor Grenfell I understand, made an excellent recovery. These dogs form a republic of their own which does not always respect the liberty of the individual. What appeared to be the finest dog of the team at Cartwright, a magnificent white, long-haired animal, had been banished out of their community by the other dogs, and, at first, for safety, had attached himself to the American party. That dog dare not, under the penalty of being torn to shreds, approach the other dogs of the station. Jealousy and envy was supposed to be the motive for this cruel and rigorous ostracism. Mr. Swaffield thought that when the team

was put into harness in front of the formidable dog-whip, the peace could be maintained. At Hebron in the previous year a young girl was seriously torn by dogs in the absence of her parents; and one woman was so mangled by them that she died of her wounds. Numerous similar examples could be given.

18. I was informed by Mr. Lane that the first cape westward from Port Burwell, some four or five miles, is called Akkivut, and that the second cape is called Oivuk, and is perhaps about fifteen miles from Port Burwell. These were both visible from the bridge of the *Scylla* in Port Burwell. The Inuit of Killinek hunt and trap up to Cape Oivuk, and for about five miles beyond it. Mr. Lane asserted positively that no people other than the Killinek natives hunt or trap there. The traditions of the natives, and the presence of large numbers of graves on the Button Islands, seem to shew clearly that the group was formerly inhabited. These islands vary in size from probably twenty or thirty square miles down to mere isolated rocks, rise to several hundred feet in height, and are divided apparently into a northern and southern group. They are merely detached patches of the Chidley peninsula. The Killinek people do still occasionally hunt there, but they cross over but seldom, on account of the dangerous nature of the intervening passage. The whole Chidley Peninsula seems to consist of a number of islands separated by narrow channels or tickles of deep water. It, like the Button group, appears to belong exclusively to the natives now about the Killinek Station of the Moravian Mission.

Port Burwell is a good harbor, but is the only safe and easily accessible one, so far as is generally known, on that part of the coast. The Hon'ble Captain Blandford, of St. John's, who spent several seasons about the Chidley Peninsula, says that there are a few good anchorages in the channel on this part of the coast; but they would require very careful examination before they could be used by a stranger. We certainly saw no other place than Port Burwell that could be called a harbour. Captain Blandford established himself on the Chidley peninsula, and at Port Burwell, some dozen or more years ago. He transferred his interest in the establishment at the latter place to the Messrs. Job Bros., of St. John's, three or four years since, and that firm in turn made over the station to the Moravian Mission. During that occupation, and up to only a few months ago, the Newfoundlanders living at Port Burwell believed themselves to be in the unquestioned jurisdiction of this colony; but the present dwellers there informed me that they have been told by Canadian officers that they will in future be called on to use the postage stamps of the Dominion, and to pay Customs' dues to Canada.

The Moravian Mission does not pay any duty on goods imported by them into Labrador. I am informed by Mr. LeMessurier that this privilege was allowed to them at first under an arrangement with the Imperial Government when Newfoundland was a Crown Colony. It is now permitted among the exemptions from Customs' dues under section 210 of the "Customs' Act," as follows: "Supplies, stores and donations for the Moravian Mission on Labrador and for the Deep Sea Mission, under such rules and regulations as may be made by the Governor in Council." Even if Port Burwell were under any arrangement with this Govern-

ment to pass into the possession of the Dominion, it is very improbable that the Canadian Government would really compel the Mission to pay them Customs' dues under the circumstances of the case. It is quite clear that the use of Port Burwell is required by each of the two Governments for the development of their fisheries in those seas.

The firm of Job Brothers sent a steamer there first in 1892 for the purpose of fishing. In 1898 they built houses and formed a regular station at Port Burwell. From 1902 they occupied under a squatter's right. In 1903 they were notified by the Canadian Government that duties would be collected by them in future at Port Burwell. During their occupation some score of Inuit east-coast families lived there, catching seals and trapping. Indians sometimes come there to trade, but not to fish or trap. From 1889 to 1903, inclusive, fifteen vessels of the United States entered Hudson's Bay, and only two British. While we were at Port Burwell the Canadian Government's steamer *Arctic* came into this harbour. This vessel, under the command of the experienced Major Moody, had been establishing police and government stations in the northern possessions of the Dominion. Major Moody had with him a considerable staff and a detachment of police.

19. On the morning of the 19th August we left Port Burwell at 7.30, on the *Scylla*, fortunately in fine weather. The *Fiona* arrived there on the evening of the same day, having been delayed by inclement weather and other causes. Curiously enough the two steamers passed each other on the coast about mid-day, in perfectly clear weather, without either seeing anything of the other. We were opposite what is probably the Cape Chidley of the charts at 11 o'clock, and off the entrance to the Grenfell Tickle at noon. It was not clear which particular point is the real Cape Chidley, as the best and latest charts are only rude and very imperfect diagrams of this part of the coast. In two bays in that neighborhood we saw the constant blowing of two great schools of whales as we passed. Gray's Strait, which is from four to five miles wide, and apparently free from shoals, and the strait that lies further north between the Button Islands and Resolution Island, as far as we could see from the deck of the *Scylla*, were then free of ice. It had been driven by steady easterly winds right into Hudson's Bay. In rounding the Chidley Peninsula through the Gray Strait the tide was so strong against us that the *Scylla*, doing the ordinary ten-knot revolutions, and with a strong breeze in her favour, was sometimes not advancing more than two knots an hour.

In the evening of the 19th we were about the position of Nachvak, but with the sun setting, or low down, it was impossible to see the narrow and overlapped entrance, and I thus, to my great regret, missed the Ramah Station of the Moravian Mission, the only one I was unable to visit. We had, therefore, to stand out further to sea during the night, and then return inshore to try and find the station of Hebron in the morning.

A remarkable feature of the formation of the hills and mountains on this northern part of the coast was well seen between Nachvak and the Chidley Peninsula. Looked at from some miles out at sea the coast presents a serrated skyline of some-

what wonderful symmetry, so symmetrical that one cannot help regarding the configuration of all those hills and mountains as having been produced by a cause or causes common to all. The axis of each seems to run north and south. The south side is very steep; the north side presents a long and gentle, nearly even, slope. This indentation is deep and very striking, but is on such a large scale as to be easily overlooked.

20. On the morning of the 20th August we approached the neighbourhood of Hebron, as near as could be made out from the chart. We entered a long fiord between high hills of bare rock to look for the station. The weather was very fine. No living thing was visible, and there was no appearance of any habitation in this deep inlet. The steam launch was sent up the fiord, but returned without seeing any trace of human presence. Two 6-pounder guns were fired, and we then steamed away to speak a schooner seen some miles out at sea; but before we had cleared the land we noticed a small boat pulling out from the next bay south of us, and we diverted our course to meet it. The occupants were a man and a boy, native Innuits of Hebron, and they showed us where to find the Mission Station. The latter is built on the west side of a good harbour, to which the approach is excellent, and where the anchorage is good. I was received on the wharf by the whole of the native community then present at Hebron, headed by the three resident European Missionaries. They all chanted a hymn, with their heads uncovered, as I landed. The singing was soft and plaintive, and the whole scene from its surroundings and associations was very touching in its simplicity and genuineness.

The Hebron Station lies at about 58 degs. 12' N., and 4 h. 9.5 m. W. It is the nearest to the Ocean of all the stations. It is situated on the mainland, and only a few islands stand between it and the Atlantic. The Bay in which it lies is open to the southeast. The site of this station is well chosen for protection from weather, but the situation, though so admirable in all other respects, has one drawback. There is a swamp of perhaps half an acre of land between the mission buildings and the houses of the natives, which cannot be drained without considerable blasting, as it lies in a saucer-shaped depression of rock. Matters have been made worse by the removal of much of the detritus deposited in the swamp from the hill above it, for the construction of the houses of the natives. In carrying out astronomical observations at night we had a very impressive demonstration of the capacity of that swamp to breed mosquitoes, for in all my experience of more than thirty years of tropical life I had never been more cruelly treated by mosquitoes than at Hebron. The mission premises are commodious and substantial, built of imported timber, on stone foundations. This station has been in existence upwards of 70 years. The missionaries comprise three European couples, Mr. and Mrs. Asboi, Mr. and Mrs. Schmidt, and Mr. and Mrs. Bohlman. They have been on this coast twelve, eight, and six years, respectively. There are no native ministers or teachers, but there are some native "helpers," elderly and experienced men, who occasionally preside at meetings, address the people, and teach singing.

The natives that have their headquarters at Hebron have no tribal name. They number, all told, 183 persons. The population, so far as regards vital statis-

tics, is believed to be at present stationary, the births and deaths being nearly even. In March there was serious alarm over what appeared at first to be an epidemic of typhoid (?) fever. Dr. Hutton was sent for, and most fortunately he was able to control the disease. He had already visited the station in February and attended to all sick before the epidemic outbreak occurred. Some 28 of the natives settled at Hebron migrated further south this year. The missionaries of that place believe that the whole race has at present a tendency to move southwards. The natives give as a reason for this the total want of fuel on the northern part of the coast. There is neither tree nor bush, nor anything to burn, to be seen on the mountains about Hebron. All the Hebron natives are Christian with the exception of one young man who arrived there this year, apparently from the small remaining group of some thirty heathen that still hold out at Eclipse Harbour. This young man is now a candidate for baptism. Two others passed through here recently, proceeding south, and expressing a desire to renounce heathenism. There is thus good reasons to believe that in a very short time every Innuït on Labrador will be a professing Christian. Monogomy is an established rule to which there is no exception at Hebron. It appears that cousins may intermarry, but no marriage between brother and sister has been known here. Recently, however, a widower married his own stepmother. When this marriage was celebrated the mission was not aware of the relationship between the parties. The case shews that among the natives such unions are not considered irregular, as no particular notice was taken of this marriage by the natives. This mission is not aware whether the bridegroom pays for the bride in this community. The assent of the mission is asked to each marriage by the suitor, and the missionary then ascertains whether the parents and the girl are in favour of the match, otherwise the nuptial ceremony is not performed by the mission. Girls are married at seventeen.

The natives at Hebron were then all living in houses composed of timber, stone and earth. Earth was heaped upon the outside of the walls of the house to the roof, and in some cases right over the roof. The inside was not clean according to European ideas, and offered a very striking contrast to the housekeeping of the wives of the missionaries. The first thing that one notices on entering any of the mission houses is that by the continuous scrubbing of the passage and floors the soft and fibrous parts of the planks in the flooring have been worn away so that the knots in the boards project a quarter of an inch or more, according to the age of the house. The natives have still much room left for improvement from this example.

According to the Missionaries the fishermen on the coast do not often give liquor to the natives, or interfere in any way with the family affairs of the Innuït. But it appears that the natives sometimes obtain from them packs of cards, by which they are able to indulge their passion for gambling. One woman, it was found, had gambled away nearly all the clothes she possessed. Out of the 183 natives at Hebron only some half score of those of readable age are unable to read. A considerable number understand a little English. Some 35 children, from six to thirteen years of age, attend school. It does not appear that they now receive any

	C.	F.
1905—January	... -28.4 degs.	... -10.12 degs.
February	... -27.0	... -16.60
March	... -28.4	... -19.12
April	... - 8.5	... 16.30
May	... - 5.5	... 22.10
June	... - 1.0	... 30.20
July to	... - 1.0	... 30.20
August 14th	... - 1.0	... 30.20

The highest temperature during the same period was :—

On the 28th July, 22.5 degs c.; 72.5 degs. F.; and the next highest :
On August 5th and 6th, 17.5 degs. c., 63.5 degs. F.

This gives a range of temperature for that year of 91.6 degs. F.

The first white frosts occurred from 5th to 10th October, and continuous frost set in on the 25th October. Agriculture at Hebron is clearly impossible. A number of grasses grow about the settlement, and grow well between the rocks. This vegetation, which is quite exceptional, cannot be used for goats or sheep on account of the large number of dogs kept by the natives, which are indispensable for travelling in winter. The Missionaries have a few garden flowers in small protected beds which by close attention they maintain in a flourishing condition. But lettuce, similarly grown, showed some signs of having been touched by frost. In the grass about the Mission buildings were a great many dandelion flowers, and these had not been used by the Mission as a vegetable, though the same plant is largely eaten in St. John's in the spring of the year; it is also used by the Missionaries at some of the other stations. Many more wild flowers grow at Hebron than on the Chidley peninsula, conspicuous among them the beautiful harebell (*campanula rotundifolia*), which flourishes about the station at Hebron as luxuriantly as in the north of Scotland. The cloudberry is said to occur in the mountains about Hebron, but it is so small and is so rare that no domestic use can be made of it.

21. We left Hebron about 6.30 on the morning of the 21st August for Okak, where we arrived at 2 p.m., after passing some exceedingly grand and picturesque scenery. We steamed through several passages between magnificent cliffs that are almost perpendicular, the channel sometimes not more than 1,200 or 1,000 yards wide, the cliffs on each side 1,000 to 1,500 feet high. The lower is composed of hard, grey rock, ; the upper half of a dark friable formation that is disintegrating into fine grit. There is a delicate appearance of a thin low green covering on some of the hills here about, distinctly more so than there is further north. As we approached Okak we saw on the hollows of the mountain on the south side of the passage the first trees we had noticed on the voyage towards the south. It appears that the northern limit of trees on the coast is between Okak and Hebron, at about 58 degrees of north latitude. The trees are said by the Missionaries to be spruce, fir and birch, but generally the two first. Okak or Okkak, lies about 57 degrees, 34 minutes North and 3 hrs. 7.5 minutes West. The station is on an island, sur-

rounded pretty well on all sides by high bare hills. The Rev'd Messrs. Simon and Schmidt, and Dr. Hutton, came on board the *Scylla* as soon as we anchored, and presented me with an address of welcome. I landed soon after at the wharf, where I was received by the missionaries and by the native population, who began to chant a hymn in their soft and melodious voices as I approached the pier. The buildings of the mission consist of a commodious dwelling house and prayer hall under one roof; of large and substantial stores; and of a hospital, which last is a new and well arranged separate building. The hospital has been built only a short time, but they had already had in it a considerable number of resident patients before it was considered to be really opened. There was a trained nurse here last year, but her engagement expired and she had left a few days before our arrival. Her place was to be taken soon by a lady member of the Moravian body who is a trained nurse, and was then on the way out from England. The hospital has seven beds for adults and two cots for children. It is a wooden two story building, the wards on the upper floor. It is provided with an operating room, dispensary, out-patients room and the usual requisites. It will, I understand, be open alike to natives or Europeans, indeed to any human being that may require it. There had already been patients there from as far north as Ramah, and from as far south as Hopedale. As a rule, however, Hopedale and Makkovik will probably send their patients to the Deep Sea Mission hospital at Indian Harbour. The Innuits were very suspicious of European medicine, but they begin to understand the advantage to be obtained from it, and to be less fearful of it. Dr. Hutton, who is giving the best years of his life to this unknown work of mercy, is a fully qualified medical man, from Manchester, a devoted and enthusiastic member of the Mission, as is also Mrs. Hutton, a skilled and experienced nurse. The Doctor has already been three years in the mission. He has been able to do much good, though the suspicions of the natives made it difficult at first to gain their confidence. I did make a note of the number of cases of natives and Europeans that Dr. Hutton has attended, but the number I find in my notes is so large that I think I must have made a mistake in the figures, and therefore I do not give them. I visited all the native houses then occupied, but more than half of them were closed up in the absence of their owners, then away fishing and hunting. The houses are built of wood and generally contain two or three small rooms, with sometimes a little garret in the larger ones. These dwellings leave very much to be desired in the way of cleanliness, and are far from being pleasant to the eye, or to the sense of smell of one not accustomed to their peculiar odour. They have much less earth piled round them, or over them, than is the case at Hebron. The head of almost every family at Okak has a team of dogs for winter travelling. There are in this district recognized individual fishing and hunting rights, but they often fish and hunt in common. In the evening I saw all the natives then at Okak in the prayer-hall, where I spoke to them through the medium of the interpretation of the Rev. Mr. Simon. There were some three score women, and about half as many men present. They looked well fed, and wore a superabundance of clothes. They sang remarkably well, and were very attentive to what was said to them. They were manifestly pleased and grateful that they were thought of and recognized as one of the many races under the rule of King Edward, for the Innuits have been educated by the Moravian Mission to be loyal subjects of their Sovereign.

The storehouses of the Mission are capable of containing much merchandize. They had up to then reserved only a small quantity of the dried fish they had purchased from the natives, the season having been late this year. The Mission exports about 300 barrels of trout from Okak, and about 200 barrels from Hebron. These are all caught in nets by the natives. A barrel contains nearly a hundred-weight. It is thought by the Missionaries that the natives may, on the average, capture for each man about 50 seals a year at Okak, as against about 150 a man at Hebron, and from 250 to 300 each at Port Burwell. The price paid to natives for seal skin is from 40 to 60 cents; for deer skin about the same, depending much on the presence or absence of fly-holes in the skin. I saw some completely riddled with perforations marked 20 cents. Natives pay 8 or 10 cents a pound for shot, and from 20 cents and upwards a pound for gunpowder, depending on the quality. They generally shoot seals with No. 1 shot. They are charged 60 cents a pound for tobacco. Other articles are in proportion. On the whole the Mission deals here very fairly with them in trade matters, and on business lines, apart from their paternal care of the native, which represents a different department of their activity. Hanging on the wall of the store near the entrance is the named and numbered pass-book of each native, which shows at a glance his sales and purchases, and his debit or credit. Each man seems to make on an average from \$50 to \$60 a year. During the previous year they had a good fishery, and they got some 1,200 seals. They shot between 500 and 600 caribou.

A boat was able to get into Okak through the ice on the 21st June. On the 14th of that month they had the rare phenomenon on that coast of a thunderstorm.

All the children of about seven years and upwards that I met at this station could read. It does not appear that the natives receive here any industrial training. An orphanage existed for some time at Okak, but has been discontinued because it was found that native boys growing up there did not learn properly to fish and hunt, and they were thus not qualified to enter on equal terms with others in the struggle for life.

In the gardens of the Mission, which receive most careful attention, there were potatoes, turnips, lettuce and cabbage, all looking very well at that date. The potato rows have light wooden frames fitted over them, on which cloth screens can be spread at night to protect them from frost when necessary. The other plants do not seem to require this protection. They were from a month to six weeks less advanced than similar crops at St. John's. The natives, though they have the example of the Missionaries before them, hardly ever try to grow anything. The few that do so are the immediate retainers of the Mission, and even these few do not seem to understand cultivation too well, or to give to it the great attention that is here indispensable. The Mission garden has one point in its favour—there seems to be a total absence of caterpillars.

The population appears on the whole to be, at the present time, healthy. It amounts at Okak to 350, and is the largest Innuït centre. In August and September, 1904, an epidemic of influenza with bronchial complications carried off in all

65 persons, 19 of whom were children. Contrary to what might be expected, dysentery, it would appear, hardly ever occurs, and never in the epidemic form assumed by influenza. Phthisis is rare. Serious accidents are not common. Skin diseases are, on the other hand, very often met with.

All the natives at Okak are Christians, with the exception of one woman recently arrived from the north, and she is a candidate for baptism. Mosquitoes were present in painful abundance at Okak, nearly as troublesome to the astronomical observer as at Hebron. It would be easily possible to greatly reduce this source of torment by intelligent attention for a few years, for about three months annually, to drains and pools. No meteorological records are now kept at this station. There is a good harbour at Okak. The rise and fall of the tide is about seven feet.

22. On the morning of Wednesday the 23rd of August we dropped anchor at the Moravian settlement of Hopedale. The Missionaries stationed there are Messrs. Hettasch, Lenz, and Guleby, with Mrs. Hettasch and Mrs. Lenz. About 100 Inuit, occupying twenty-five houses, have their headquarters at this station, and some 150 others live in the district. There is a small church at Double Island in connection with this station, some scores of miles from Hopedale, for the convenience of both natives and fishermen during the fishing season. It was built by the Hopedale natives. No European Missionary lives there. The whole of the Inuit population about Hopedale were born Christian. Hopedale station was founded in 1782. It is situated at about 55 degs. 3m. N., and 4h. 1m. West. It is on the mainland; many islands lie between it and the Atlantic. The bay in front of the station is surrounded by hills of bare rock, from 300 to 500 feet high. The Records of the Surrogate Court of Labrador shew that Judge Patterson visited Hopedale on circuit in August, 1830, but he found nothing to do there. It appears that formerly the natives of this district had some sort of tribal divisions, but these have now completely disappeared. There are no chiefs, but there are certain elders that possess some influence. These are appointed sometimes by the Mission, sometimes by the natives themselves. One native is known as the Schoolmaster, because he does a little teaching in school. Besides this there are certain native "Helpers," who occasionally address meetings, and on such occasions speak very well. All the natives were then absent, engaged in fishing, with the exception of one family. From four to five score of them were said to be at Double Island.

The mission buys here annually from 800 to 1,000 quintals of dry fish from the natives, at \$3.50 cwt. It is said by the missionaries that the native cured fish is perhaps the best on the coast. The mission pays them \$2.40 a cwt. for blubber, and obtain about 350 cwts. of it a year, or about 10 cwt. on the average from each man. For a marten's skin the price is \$15. They seldom get a silver fox, for the skin of which the price here is very variable. They obtain only few salmon; this mission buys annually about 60 barrels of trout at \$4 a barrel. The mission pays for dogskins 20 to 5 cents; musk-rat, 15 cents; mink, \$2; hare, 5 cents; weasel, 5 cents; otter, \$15. The fur of the squirrel is not used. A man of industry and skill may make as much as \$240 a year. The less skilful and diligent can earn as

much as \$150. This is said to be the best fur station on the coast. The mission authorities declare that the natives of this district are honest and industrious. The population is unfortunately not holding its ground in point of numbers. The birth rate is high, but the death rate is higher, owing chiefly to infant mortality, which has been described as "appalling." Of the children born to a married couple generally only two or three survive. On the other hand, the half-breeds are increasing in number; there is much less mortality among their children, and the future of Labrador seems to lie with them. They are believed to number about 300. They are said to be in this district more skilful trappers and fishermen than the pure native. They are declared also to be sober and industrious. At school here there were ten Innuït children, while 40 half-breeds were taught in English in a separate school. All the grown up people can read, and most of them can do a little arithmetic. There has been no vaccination against small-pox, either here or at any other station. Small-pox has occurred further south, but has never been brought to Hopedale. Mr. Hettasch has had some instruction in medicine at Livingstone College, and does what he can in cases of sickness among both fishermen and natives.

The fishermen from Newfoundland do not often give liquor to natives in this district, or cause domestic trouble in their families. A French steamer visited this place last year, and a result of that visit has been that some trouble in this direction is anticipated should a French station be established near this, as has lately been talked of on the coast. The natives are not quarrelsome, and seldom proceed to extreme violence, but they will resent familiar attentions to their women. It was said that confession was made that a murder was contemplated last year by one or two natives, but no homicide has been actually committed for some fifteen years among the natives. A man now and then chastises a disobedient wife, and the latter sometimes complains to the missionaries, who thereupon re-establish domestic peace. The mission authorities have no judicial powers whatever, and can therefore at most only impose church discipline, which generally means exclusion from the communion or other church ceremonies. In very bad cases they may banish the culprit from the station, but this occurs very rarely. Illegitimate births are not common. The girls are married at 17, the young men at 20. Burial is now always according to ordinary Christian form, in coffins, and no utensils or property are interred with the defunct. All the old graves in this vicinity have without exception been ruthlessly sacked and robbed, on account of the few rude and simple things formerly buried with their owner. Here they burn firewood, and now never use seal blubber for that purpose. They have to bring firewood from a distance of some 20 miles. A few stunted trees grow at the station, but these are carefully preserved by the mission. The natives use only the hook and line in catching fish. They declare confidently that both the codfishery and the salmon fishery are being ruined by the codtrap. They also complained that some Newfoundland fishermen were then shooting young foxes, the skins of which were at that time of year worth about 5 cents each; and they asserted that this will seriously prejudice their winter trapping, which is of great importance to the natives there. The latter have, in the absence of regular legislation by the Legisla-

ture of Newfoundland on the subject, agreed among themselves to not trap the marten after the first of April. There being no police on the coast and no magistrate, Government supervision over fishing or shooting does not exist. The natives assert that caribou, formerly plentiful, are now rare within 40 miles of Hopedale. Timber is also far less abundant than was formerly the case, not so much owing to the result of the concentration of people in this neighbourhood as to devastating fires. The origin of these forest fires in this district was not very well known. One evil consequence of these destructive forest fires will be a great decrease in the export of marten fur, and this apprehended diminution is regarded with much disquietude.

The Missionaries manage to keep some fowls at this place and to obtain occasionally a few eggs from them; but they require very great care and attention. The gardens contained cabbage, cauliflower, lettuce, greens, turnips, rhubarb, &c., but they were very backward this season. Potatoes do not seem to be grown at Hopedale. On a small patch of strawberries the flowers were only just out, that is, they were about two months later than at St. John's, though the difference in latitude is less than eight degrees.

The Mission has fifteen to twenty dogs for winter travelling. The head of each native family has from four to eight dogs, there being altogether some 200 dogs at Hopedale. There are two or three cats, but these have to be kept in-doors to preserve them from the dogs. Mice are plentiful.

For the able-bodied that cannot otherwise find work, and for the feeble, the Mission regularly provides employment. The natives at Hopedale never apply to the Mission for relief or assistance unless they are in real want; and when relief is given by the Mission to a man fit to work, the latter almost invariably repays the Mission next summer. It appears, therefore, quite clear that the charity of the Mission is not abused by the natives of Hopedale. The same system of pass book account is followed as at Hebron. The natives about Hopedale bring almost all their produce to the Mission for sale.

No meteorological records are now kept here.

The Mission authorities, and apparently some others, are aware that there is a law against supplying liquor to natives. It is desirable that this law should be made better known. Chapter 130 of the Consolidated Statutes, section 51, reads:—No intoxicating liquors shall be sold, given, or delivered to any Esquimaux Indian, under a penalty of two hundred dollars. And section 52:—Any Stipendiary Magistrate anywhere, or any Justice of the Peace upon the coast of Labrador, shall have cognizance of any offence under this chapter.

The church of this station can accommodate 300 people. They were building a small school, which was approaching completion. The existing buildings are of wood, and are as usual roomy and substantial. The whole of the Scriptures have been translated into the Inuit language by the Mission; also a Litany Book, a Harmony of the Four Gospels, Hymn Books, the Pilgrim's Progress, and some re-

ligious story books. The natives generally count in German, but sometimes in English. Their own numbers are clumsy, agglutinative, and appear to run only up to the number of fingers and toes of a human being. As is the case with all aboriginal peoples known to me, the children are never short-sighted. The Mission has a grant of 100,000 acres at and around Hopedale, the same as at Nain and Okak.

Of foods, the natives prefer seal meat perhaps to anything else. The skin of the white whale is the greatest delicacy of the Labrador Coast; when cooked it resembles, it is said, egg albumen. They do not eat the otter, the marten, the squirrel, or the dog, and but rarely the fox. The flesh of the black bear is considered a delicacy by Europeans. In Labrador it lives chiefly on berries. Here they get caplin, sometimes soles, but no herring. The dried intestine of the seal they use as windows in their houses.

23. The rate of pay of the European Missionaries in the Labrador Moravian Mission furnishes a conclusive proof that those devoted and earnest men and women, socially educated ladies and gentlemen, do not spend their lives there in self-seeking. It is clear enough that the very slender rate of their stipends is not generally known. Only the other day a fisherman on the Labrador Coast said to one of the younger Missionaries: "I suppose you must by this time have saved nearly sufficient money to enable you to retire soon and go back home with a fortune."

The pay of an unmarried Missionary begins at £11 a year. A married couple gets £18, and for each child £3 a year till the child is about seven years, when it is sent to school in Europe. Some slight increment is given after service extending over a certain number of years, so that a married couple may, I understood, receive as much as £22 to £25 a year. They collect no fees for marriage, baptism, funerals, &c. Out of this stipend the Missionary has to find his clothes and other small necessaries, and has to purchase his breakfast, all except the bread. On this remuneration, cut off from the civilized world for two-thirds of the year; separated from their children; until lately all of them, and even now most of them, beyond reach of a doctor; exposed to the most rigorous climate in the world; deprived of such luxuries as change of society or of food; unable to procure such things as fresh vegetables or fruit; they remain at their posts, it may be, ten or twenty years without going on leave. These Missionaries perform their work so quietly and unostentatiously that probably only very few people have the opportunity of according to them the respect and admiration that are due to their devoted labours, given with such remarkable self-abnegation to a remote, isolated, and decaying race, that seems to have before it only a doubtful earthly future. Chappell says of them in 1818, page 98:—"We now find the Esquimaux inhabiting only those frozen tracts where no European except the indefatigable Moravian Missionary would venture to take up their abode." This is an exaggeration, but it shows what was thought of the Mission at that date. In the hundred years from 1771 to 1871, eighty-five brothers and sixty-eight sisters worked on this Mission, and nineteen died at their posts.

24. One generous, paternal, and provident practice of the Mission is to keep back from export a certain amount of dried fish, which they sell back to the natives in winter, at the price the mission paid them for it in summer. In the same way the natives may buy back anything they may have sold to the mission, and at the same price they received for it. This is an arrangement that the mission has arrived at from experience. In 1836-7, for example, the natives had to eat up their boots, skin tents, &c., and even then many died of hunger in spite of all the mission could do. In 1851 the mission distributed at Okak alone 70,000 dried fish, and yet many people died of starvation at a distance from the station. One heathen man killed his wife and five children and fed upon their bodies. In such famines as these natives lost all or nearly all their dogs. At Okak in 1837 only 20 dogs survived out of 360. Great dearth may arise any season from failure in the seal fishery, or from other causes. It is to meet such cases that the Mission retains part of its exports on hand.

25. I was informed that in the fall of the year a single seal may yield 80 or 100 lbs. of fat, and they then shoot them with bullets, as the blubber is sufficient to float the seal; but in spring the seal may not carry more than a fourth part of the above, and then they shoot them in the head with shot, and harpoon them while struggling in the water before they have time to sink.

Last season the sabbath-keeping principle of the natives of Hopedale was severely tried. They were short of food at the time that several schools of seals, estimated at about 600, entered the harbour on a Sunday forenoon, in favourable hunting weather. Wistful looks must have been cast on that great herd of seals by men whose wives and children were running short of food, but not a man moved a finger against them. Next morning the seals had completely disappeared. One was pleased to learn that they did well in seal hunting later on.

The natives dress the seal skin by stripping off the fat and scraping away the subcutaneous cellular tissue. They then stretch and dry it. It seems to get no other preparation.

26. With the Reverend Mr. Hettasch of Hopedale, and a settler named Winters, as pilots, we started from Hopedale for Nain on the *Fiona* at 4.30 a.m. on the 25th August. This required I should turn back up the coast again, which became necessary because Nain is the headquarters of the Moravian Mission on the coast, and I should have been very reluctant to omit that very interesting centre. It is not a place that could without undue risk have been visited in the *Scylla* by the ordinary route, on account of the shallow water, about three fathoms, that had to be crossed at several places. Fortunately the weather left nothing to be desired. As we approached the Harbour of Nain we noticed some sparse, storm-beaten, fir trees on the sheltered flanks of the hills on the south side. Behind the station and extending a mile or two up the valley there is a wood of spruce and larch, of some size. The trees were about thirty feet high. There seemed to be no birch or alder there, but it is said that birch grows on some of the bays near. This small wood is very carefully preserved by the mission. We landed at Nain at 3 p. m. and

spent the night there. Nain lies approximately about 56 degs. 33 min. N. and 4 hrs. 7 min. W., at the foot of hills 600 to 800 feet high which shelter it from the northwest.

This station was founded in 1771. It is in charge of the Right Rev. Bishop Martin, who was assisted by Mrs. Martin and Inspector Schmidt. Another assistant had just had to leave the station for reasons of health. Bishop Martin is a good linguist, and a man of high intelligence and education. He is, however, of such a modest and unassuming disposition that many people that come into contact with him probably do not become aware that he is a duly consecrated Bishop, for he is generally spoken of as the "praeses," or president, or simply as Brother Martin.

As is usual at other stations, the missionaries' quarters, the church or praying hall, the school and the work shops, are all under the same roof. The buildings are substantial and commodious, of wood, on stone foundations. There is a very good jetty and landing stage at Nain, in fact every station is well provided in that respect. I was able to obtain from Bishop Martin much interesting information of a general character concerning the work of the Mission.

I saw there some well furnished workshops, but the Mission does not now find it necessary to carry on industrial classes in carpentry, &c., as they did formerly, because the natives themselves now teach one another, even up to the building of a boat.

In one room there were evidences of the musical capacity of the Innuits in some of the instruments of the band of Nain. There were in one cupboard seven violins, one violincello, and ten assorted brass instruments. The members of the band were all absent from Nain engaged in fishing, so that we could not hear them perform.

It appears that formerly the powerful Hudson Bay Company was not friendly towards the Mission, apparently on account of trading jealousies; but in recent years that company has been well-disposed and sympathetic and friendly to the Missionaries. The Moravian Mission of Labrador has had the singular good fortune not to be disturbed in its work there by any other church or mission, to which must in no small measure be ascribed its success. The Salvation Army, however, it seems, made some effort in that direction, but finding that they were not needed there it appears they wisely did not push matters.

27. The Mission is a large landed proprietor on the coast, at least nominally. In 1769 the King in Council granted in trust to the *Unitas Fratrum* (the Moravian Mission) 100,000 acres in Esquimaux Bay, at such places as the society might select, to occupy and possess during His Majesty's pleasure. In 1774 the Mission was permitted, by Order of the King in Council, to extend their settlement to the southward and to the northward of Nain, their first establishment, and to select 100,000 acres at Hopedale, and apparently a similar area at Okak. In 1903 a

grant was issued to the Mission for 1,000 acres of land in fee-simple at Founder's Bight, Makkovik Bay. An application has been made recently for a grant at Ramah. It does not thus appear that the Mission has at present any grant at Hebron, Ramak, or Killinek, although they have purchased rights at the last-named place, as mentioned above. The object of the Mission in obtaining these grants has been attained, to settle the natives there, and to be in a position to keep at a distance undesirables of any class or colour. Judicial powers have not been granted to the Mission, as seems to have been contemplated in connection with the original grants, and consequently the Missionaries can only expel evil-doers from the stations from which they hold grants; or, in the case of church members, exclude them from Communion or church ceremonies. Expulsion from a station, though rare has not been quite unknown.

28. There can be no doubt, according to the figures supplied to Bishop Martin, that the Innuits are decreasing in number. This is not now from want of food, from which cause they have not died in recent years. Last year, for example, they had their great caribou hunt about Easter, in common with Okkak, and got some 700 caribou. It appears that they go more than a hundred miles inland from the coast on these expeditions, depending on where they find the deer. They think the watershed is near to the furthest distance they hunt inland from Nain. To save freight they "bone" the meat, except what is brought in for the Mission. They now purchase considerable quantities of flour and biscuit at the mission stores. The biscuits are from London or from St. John's. Some prefer the latter as being less hard than the London bread; others like to mix them. They also buy some tea, molasses, and sugar, but no tinned meats. They are now beginning to acquire mosquito nets to protect themselves from those insects, which are at Nain very plentiful, and as usual extremely voracious.

29. The Mission has a printing press at Nain, whence they issue a small news sheet, edited by Bishop Martin, and printed in the Innuite language. It appears that this is eagerly read by the natives at home in the long winter evenings. It goes by the name of "Aglait Illunainortut." With this press they also print credit notes from one cent to five dollars, which they issue to the natives, who then bring them to the store when they desire to make purchases there. At Nain the yearly earnings of a native ranges from twenty to a hundred and twenty dollars.

The most common fur at Nain is that of the fox, the skin of which is of no value from April to the end of October, during which time the fox is not killed by the Innuits. The martin is rather scarce at Nain. The polar bear, the lynx, and the mink are not common.

30. A careful examination was made of the Nain Mission gardens. These receive most vigilant care. They contained turnips, carrots, lettuce, cabbage, greens, beetroot, and sives, all looking perfectly healthy, most of them indeed luxuriant. The potato crop promised to be a good one. The cloth screens used to shelter the potato there are not required for other vegetables. These screens had on the preceding night been put on the arched frames that cover the potato rows for fear of

frost, but no frost had really come. Garden seeds are sewn in glass cases at the end of May, and the young plants are set out as soon as weather permits. The gardens are protected by high and close fences, which afford good shelter. The caterpillar nuisance, so troublesome at St. John's, does not exist in the gardens at Nain.

At this station all natives of a readable age are able to read. The children begin to attend school at seven years of age. The half-breeds are taught in a separate school. The minimum age for admission to the Holy Communion is seventeen.

I attended an evening meeting in the prayer-hall, which was presided over by Bishop Martin. There were present about forty women and thirty men. After the ordinary service I spoke to them, through the interpretation of Bishop Martin, in the terms given in the appendix A. to this report.

31. There seems to be no doubt that the Labrador caribou are fast diminishing in numbers. This appears to be demonstrated by Canadian experience also, for Dominion reports state that the Indians are dying out for want of food, which for them means practically caribou. It is widely different with the InnuIt. His mainstay is seal meat. At Nain and at other places they eat a good deal of walrus meat, in addition to the large quantities of venison they still procure. They have no salmon fishery, but they catch many fine trout; caplin is irregular, and is used as bait. This diminution in deer is no doubt in a large measure due to the use of fire-arms by Indians and InnuIt. One result of it would seem to be that, under the guidance and influence of the Mission, the InnuIt are becoming less dependent on caribou meat, and are giving more attention to the fisheries than formerly. This may eventually have considerable effect in retarding the extinction of the race, although at first sight the diminution of the deer seems very regrettable.

32. The causes of decrease in the InnuIt population are chiefly two: Epidemics of European diseases, and the High Death rate among Children. Half a score of years ago the population of Nain was 350. Of these 80 persons died of typhoid fever brought from Chicago, that is, in round numbers, the appalling mortality from such a cause, of 23 per cent. The disease was carried to Okak, and 20 persons succumbed to it there. How many more died at other stations I am not able to state, but there remains the lamentable fact that thus 100 persons died at two stations of a disease brought from Chicago, to which place some of their number had been carried as an exhibition speculation. No less than 65 persons, of whom 19 were children, died last year at Okak during the months of August and September from an epidemic of influenza, a mortality which represented about 15.7 per cent. of the population. Two of the Nachvak heathen died of the same disease.

In 1856 the number of Christian InnuIt at the five Mission stations was 1204. They decreased to 1048 persons in 1866. In 1856 there were practically no half-castes, "settlers" on the coast. In 1874 the InnuIt christians were 1,176, the "settlers" 115. In 1904 the christian natives numbered 1,018, the heathen InnuIt about 30, altogether say 1,050 persons; while the half-breeds or "settlers" were about 280, thus giving a total resident population of natives and half-castes of

1,330 persons in the Moravian part of the coast. In 1856 it was believed that the total population, christian and heathen natives, was 1,300. In recently published statistics by the Moravian Mission the number of their population at Labrador is put at 1,314.

The lethal effect of epidemics was as destructive formerly as now. In 1827 measles spread from Newfoundland to Labrador. At Nain, of 206 inhabitants 175 took this complaint, and 21, say 20 per cent. of the population, died. Upwards of 50 years ago an epidemic of measles again proved very fatal to the race. Again in 1885 many succumbed to the same disease. In the winter of 1862-63 an epidemic supposed at first to be influenza, then to be typhoid fever, carried off 50 persons at Hebron, thus in five months destroying one-sixth of the population. In the first 18 days 26 persons died and were buried in the same grave. As the number of heathen was in 1856 only an approximate estimate, it may be assumed for all practical purposes that the total population to day of that part of Labrador is practically in round numbers what it was fifty years ago, but with this very significant difference, that half a century ago the native Innuits formed 100 per cent of the population whereas they now represent but 79 per cent., as against 21 per cent of half-breeds. From these figures it is clear that but for epidemics of introduced diseases they would have a considerable increase in the population. Ten years ago they had whooping cough, but that did not occasion much mortality. The half-breeds seem to suffer very much less than the natives from these fatal epidemics. At Nain the natives are now neither afraid of, nor suspicious of, European medicines. The knowledge possessed by the natives seemed to be very limited, consisting chiefly of incantations by the " *angekok* " doctor-sorcerer; but they use the Labrador tea-plant "*Ledum Latifolium*" in the form of infusion, as a febrifuge; and they dress wounds with larch bark. The fatality produced by these epidemics will be by no means surprising if it is borne in mind that these diseases are new to the race, and that medical treatment, nurses, medicines, and hospitals were not at hand to tend a stricken community, without resources, ignorant of medicine and sanitation. The Mission has only the one hospital, that just opened at Okak, but the Missionaries, male and female, have always done all within their power to relieve the sufferings of the natives, but in severe epidemics their utmost efforts can do but little. No man that has not witnessed the effects of epidemic disease in an aboriginal race can realize its horrors, as I found by very painful experience when measles destroyed 40,000 natives out of a total population of 150,000, in Fiji, in 1875.

This question can, however, be understood by many people in this Colony. In 1855 the Governor of Newfoundland, wrote as follows to the Secretary of State:—" In the month of August last, the weather being as usual at that season, most beautiful, and the public health good, the cholera suddenly appeared in St. John's and after two or three fatal cases and then an intermission of six weeks, the disease swept over the town carrying off in its ravages upwards of 500 persons out of a population of 21,000." That means a mortality of 1-42 part of the popu-

lation at the seat of Government, after there was time for preparation by a fully organized administration. I am also informed "that the number of deaths caused by measles in St. John's during the prevailing epidemic up to December 31, 1905, was 44." It may be mentioned here that Dr. Grenfell is now fighting that same epidemic at St. Anthony, in the north of this Island. The probability is that it will extend to Labrador.

33. Where, as in such circumstances as these, disease when once introduced cannot be controlled, special care should certainly be taken to keep it out. In the case of Labrador no quarantine to prevent the introduction of infectious disease has been attempted. I see no reason for believing that these destructive epidemic diseases could not have been kept out of Labrador. The Innuits lived well clear of the Indians, so that the only danger was from the arrival of disease on the coast line. I have just received copy of a report by Mr. Atlee Hunt, Secretary to the Department of External Affairs in the Australian Commonwealth, in which, speaking of British New Guinea, he says: "Quarantine laws are strictly enforced, and so far no devastating epidemic of plague, smallpox or cholera has been experienced." The resources of Newfoundland have been beyond any comparison greater than those of British New Guinea, and if it was possible to keep infectious disease out of the latter when it was raging in the neighbouring German territory, as was the case when they there introduced cholera with their coolies, it would have been easier, and would be easier, to keep it out of Labrador. It would, at all events, be practicable for the Newfoundland Legislature to prevent the deportation of the native Innuits for speculative, show purposes, or indeed for any reason, without special permission granted by the executive under proper precautions. Only a few weeks ago some stranded native Innuits found their way to St. John's, and were repatriated by the kindness and humanity of some of its ship-owners. As likely as not, the next lot of natives carried to the United States may bring back small-pox or some other disease deadly to the natives.

34. With such racial tendencies on the coast of Labrador as have been shewn above, the stamp and character of the "settler," of the new race that is springing up there, comes to be a matter of very special interest. Several of the missionaries incline to prefer the native, pure blooded Innuits to the "settler," holding that the former is more open, more simple-minded, more genuine, more manageable, and of a milder disposition than the "settler." Others declare that the "settler" is equally sober, more industrious, superior as a fisherman and hunter, more enterprising, and hardier. But all agree in giving a much higher character to the "settler" than I have ever known to be given to any other half-caste race in the British Empire. Indeed, in this case the half-breed appears to have inherited many of the best characteristics of both races, a matter for some congratulation in the face of the large positive and relative increase in their numbers as compared with the Innuits.

It may be that the Mexican, for example, the result of the union of a Latin race with the aboriginals, is as good a man as the Labrador "settler;" but the latter certainly appears to be the best half-caste I have met as the outcome of the

so-called Anglo-Saxon race with an aboriginal people. In the case of the Labrador "settler" the French proverb, "Dieu a fait le blanc, Dieu a fait le noir, le diable a fait le mulâtre," is not true.

35. In 1902 the Moravian Mission very generously and considerably carried out a general cancellation of the indebtedness of the natives to the several station stores of the Mission. They thus started each man on a clean sheet, and on a new system of business, under which comparatively more moderate advances are made to natives. The result has been entirely satisfactory. It has encouraged the native towards dependence on himself, and has made him more industrious and self-reliant, and this is reflected in the exports of the Mission. The retention of exports and selling them back to the natives, as mentioned above, is, of course, a departure from strict business principles, but it serves to illustrate the way in which the Moravian missionaries combine their trading with the patriarchal care they extend to the natives. The natives are at perfect liberty, at all the Stations, to sell to others than the Mission if they choose to do so. They do actually dispose of a certain quantity of things, especially of boots and fur, to fishing schooners and traders; but the great bulk of their produce they dispose of to the Mission.

About 1870 the Mission found it advisable to modify their system of combining evangelization and trading, so as to separate the office of missionary from that of the trader at Nain, Hopedale, etc. I found that the trading agency is quite a separate and distinct office. This change in organization was alluded to in 1871 as follows:—"This was done, not because any doubt existed in the minds of those who have the direction of the Mission or the trade as to the lawfulness of their connection from the highest point of view, but merely because a change of feeling on the part of the natives, in some cases arising from gross misunderstanding and misrepresentation of the objects of the trade, which made the position of the trading-missionary often very trying and difficult, seemed to indicate the expediency of adopting the plan of appointing agents who should go forth in true missionary spirit to carry on the trade in support of the Mission, and for the benefit of the natives, as a service for Christ, no less than the direct missionary calling." At Nain, for example, it was clear that the duties of Trade Inspector Schmidt are quite distinct and different from those of Bishop Martin. The work of the Trading Agent at Hopedale is quite distinct from that of the Rev. Mr. Hettasch.

36. On the 26th August we left Nain at a very early hour on the *Fiona*, and reached Bluestone Island soon after six, to inspect the formation containing the curious mineral known as Labradorite, or Labrador Felspar. The crystals of this beautiful hornblende occur in greater or lesser abundance through apparently the whole mass of rock that constitutes the greater part of the island, which may rise to a height of 200 or 300 feet, and contain millions of tons. A small quarry had been opened on the face of the rock fifty or sixty feet above the sea, and from that point a considerable quantity, perhaps twenty or thirty tons of stone had been blasted out. The work had, however, to be abandoned, probably on account of the difficulty there is in polishing any large piece of this brittle and fragile stone.

A few tons were, it appears, actually exported. We were able, owing to the facility with which the rock can be split up, to obtain some beautiful specimens from the floor of the quarry by means of the hammers and chisels we carried for geological purposes. It is said that there is much of this mineral to be met with in the Nain district at other points, and that sometimes the crystals are red in colour. If a stone of good quality could be found near water power sufficient to drive drills by compressed air, and to work saws to cut the stone into slabs, this industry might become a profitable one if conducted on a large scale.

37. We arrived back at Hopedale the same evening, the 26th, in time to make astronomical observations for position. We had an opportunity the same night of witnessing the most brilliant display of the aurora borealis that any of us had ever seen. This assumed the extraordinary form of a gigantic thin, light, flimsy curtain, suspended from near the zenith and extended across about one half of the starry dome south of us. It swayed and folded, slowly and majestically, over itself in a horizontal direction, like a fine muslin or gossamer gauze screen, but lighted up with the utmost brilliancy by all the colours of the prism slowly fleeting over the great curtain like the motion of cloud shadows. The stupendous phenomenon lasted for about ten minutes.

We left Hopedale on Sunday, 27th August, on the *Fiona*, and arrived at Double Island at 6 a.m., where I landed with the Honorable Captain Dawe and Dr. Grenfell. There were present in this little harbour about 120 natives—men, women and children. I was not a little curious to see how these folks would conduct themselves on Sunday when living away completely beyond the control of the Moravian Missionaries. It is a small harbour bound round by extremely rough, naked rock, rising into low rounded knolls. It is purely a fishing centre, and occupied only during the few weeks of the fishing season. Three fishing schooners were then at anchor there, though it appears that European fishing vessels, as a rule, do not frequent this harbour. The natives have constructed rough dwellings for themselves here; and they have lately, with some assistance from Dr. Grenfell, which they very thankfully acknowledged, built a small church. As this was Sunday the whole community was at rest. We landed on a small wooden wharf built by the natives, and proceeded to their little church, where they all assembled in a very short time on the ringing of the bell. There were present three native "helpers," and one of these conducted a short morning service, after which I briefly addressed the people (as given in Appendix B. hereto), telling them of the object of my visit. There could hardly have been a better opportunity than was supplied by this surprise visit of testing the real efficacy of the teaching of the Moravian Mission among the Innuite race. Here we had them all alone, away from all supervision, control or prompting, by the missionaries, left entirely to their own guidance and devices for several weeks, and at perfect liberty to lead such lives as they pleased. Thus left to themselves, these natives were found to keep and observe the sabbath as strictly as do any people in the world. Perhaps, indeed, there are but few communities that would incur all the trouble and expense of build-

ing a church at such a remote spot, where they never reside more than a few weeks annually, and those few weeks the busiest, to them the harvest time, of the year. They had even brought to their church a small but quite serviceable harmonium, to accompany their singing. The church is well provided with seats, and is lined inside with dressed timber, and has a small pulpit.

Although completely taken by surprise, the whole community turned up at church in a few minutes, all very substantially clothed, some of them looking neat and clean, evidently in holiday attire. It need hardly be added that their demeanour in church was all that it should be.

No intoxicating liquor is brought there, although it is well known that they possess in a marked manner the passion of Northern people for strong drink. Chappell says of them, "Both sexes are much addicted to the pernicious use of spirituous liquors." That this taste has not been eradicated in the native is well known to some of the missionaries who have found that to some of them the fact that an alcoholic drink can be prepared from molasses, is not quite unknown. At present, however, intoxication is of rare occurrence among them, thanks to the paternal care of the Moravian Mission. A good proof of this was the absence of intoxicants in this community at Double Island. The people looked contented, industrious, and happy; and they had all the appearance of being well fed. They prosecute their fishing with much application during the working days of the week, in peace and harmony, and on the Sabbath they completely abstain from all work, attend church, and rest. They have had a very successful fishery this season. Some of them had already as much as 40 cwt. of fish a man. They were curing their fish clean and good. After I had addressed them, the Hon. Captain Dawe briefly addressed them. Two of the native Helpers also spoke with much feeling and earnestness. When I rose to leave the building, the whole assembly of natives, men, women, and children, somewhat to my surprise, spontaneously gave vent to their feelings in the strains of "God Save the King." The national anthem was, perhaps, never sung with more genuine sincerity than it was that morning by those warm-hearted and simple-minded people. We left this station after Dr. Grenfell had attended, as usual, to all the sick at the place.

Nothing I had seen on Labrador was so impressive as the condition of that populous little harbour on that Sabbath morning. The peaceful rest and quietness, the stillness, the complete hush from the busy labours of the week, in such a community, and in such a neglected and isolated spot, in such desolate and hopeless looking surroundings, gave one at a glance as it were a telescopic view of the practical results of the devoted and unselfish labours of half a dozen generations of Moravian missionaries, men and women.

38. Early in the afternoon of Sunday, 29th of August, we arrived at the Moravian Station of Makovik, the most southerly one they possess. This is situated on a spacious bay, down to which the hills slope on three sides, fairly well covered over considerable areas by small spruce trees. There is no timber there fit for the saw mill; but that there had been large trees there some years ago was evid-

enced by the presence of their decaying stumps in the forest. This station has thus the very great advantage of having fuel near at hand, the absence of which at some of the other stations forms one of the chief difficulties the mission settlements have to contend with, for there is nothing to burn except wood and blubber, and for several obvious reasons it is not desirable to make fuel of the latter. This station was formed in 1899, and is not yet completely organized. The large building, which contains under one roof the dwelling house, the church, and the workshops, is very substantial, and shows clearly that the mission has come to stay there. A pier is now in course of construction. Trading has not yet been begun by the Mission at this place, but it will be tried soon, on the same lines as at the other stations of the Mission. The station is in charge of the Rev. Mr. Townley, assisted by Mrs. Townley. Only two families of the Innuits live there. In the whole district under charge of Mr. Townley there are 150 of them. At afternoon service there were present some twenty persons, Europeans, natives and half-breeds.

Mr. and Mrs. Townley had been some years at the northern stations before they were located at Makovik. Mr. Townley is of opinion that the southern natives are much less venturesome and courageous than their northern brethren, which is due apparently, to their more frequent contact with Europeans, and to a consequent tendency and desire to model their habits of life on those of a white population. They live more on flour and biscuit, and much less on game, than the northern people. They are thus much more dependent on the cod-fishery and are becoming somewhat timid and fearful of proceeding far inland to hunt and trap. It is no doubt owing to this state of matters that the Mission teaches at this station the children of the "settlers" and of the natives together in the same classes, contrary to what is the practice of the Mission at other stations. Some twenty children are boarded at the Mission to attend school during the winter. The Mission House has ample accommodation for all those inmates. Such a mode of life must exert a profound influence on the next generation of men in that locality. They will doubtless become less and less "native."

A good example of the resource and industry of the Mission was afforded by the presence of a small but handsome craft, riding at anchor off the new wharf. This vessel had been built at the station.

It did not appear to me that the garden crops, with the exception of the turnips, looked as well as at Nain and Okak. It was also observed that the cabbage at Makovik were being attacked by caterpillars. This neighbourhood has at present no trade, and resident settlers being also few, it is not a place of call for the subsidized steamers.

39. It does not seem to me that very much more can be done in the way of tuition for the Innuits race than is now being carried out by the Moravians. The proportion of persons that can read would certainly compare very favourably with that of several white communities known to me. It is true that on the Innuits

coast there is no prison, no police, no magistrate. But it would not appear that these adjuncts of civilization, necessary elsewhere, are required there, so far as the maintenance of order is concerned. The moral control of the Mission, which has been so effective in the past, would appear to be sufficient at the present time. That the moral influence of missionary work was at first under-estimated, both by the Mission itself and by the King in Council is clearly shown by the Order in Council of 3rd May, 1769 (Appendix B. 2), from which it appears that the Mission asked for the protection of a small garrison, and the Government proposed to furnish the Mission with fifty muskets, and ammunition. Fortunately neither proposal was acted on. Sickuess, especially in epidemic form, is undoubtedly the great danger of the race. To guard against that the first and most pressing need is to keep out epidemic disease, and to prevent the removal of the natives from their own country; and the next is to provide them, if possible, with more facilities for medical treatment. One could hardly presume to offer advice to people of such great experience as the Moravians, but to myself personally it would appear desirable and advantageous that there should be a medical missionary at each station, wherever this is found possible.

The natives are spread over some four or five hundred statute miles of coast, from the Makovik district to that of Port Burwell. In the whole of that storm-torn coast there is only one resident medical man, Dr. Hutton, and one small cottage hospital—both hospital and doctor being maintained by the Moravian Mission at Okak, with the help of \$200 a year from the Government of Newfoundland. Okak is not very far from being central for the native coast, yet the majority of the people on the coast are necessarily, to a large extent, cut off from medical assistance. In the event, however, of an epidemic, similar to those mentioned above, breaking out, Dr. Hutton would probably be able to reach it after some time. It has already been mentioned here that the services of Dr. Hutton, and the use of the hospital at Okak, are at the disposal of any person that requires them, irrespective of creed or colour. Fishermen frequently avail themselves of his services.

40. After all I have seen of the work of this mission on Labrador, I am bound to say that I know of no body of men and women that more deserve respect, sympathy and encouragement in their lonesome, completely unselfish, and devoted work, for which they receive no reward in this world, seldom even approbation or recognition. Fortunately their high and unflinching sense of duty is sufficient to carry them on in their secluded labour, to which they cheerfully give their lives in the very best Christian spirit.

At Makovik there was an end of my visit to the Innuït and to the Moravian Settlements on the Labrador Coast. Although my stay was very short and my acquaintance with the Innuït consequently only superficial, still I saw enough of them to be able to say that they are a most interesting race, and one can only regret that their future as a people looks so doubtful.

The Moravian establishment for the coast was at the time of my visit as follows :—

At Nain, founded 1771. President, Bishop Martin and Mrs. Martin ; Trade Inspector Schmidt. Natives.....	270
At Okak, founded 1776. Mr. Simon, Mr. Martin, Mr. Hilbig, and their wives ; Dr. and Mrs. Hutton (a trained nurse on the way from England). Natives	350
At Hopedale, founded 1782. Mr. Hettasch and Mr. Lens, with their wives, and Mr. Guleby, Store Agent. Natives.. ..	250
At Hebron, founded 1834. Mr. Asboi, Mr. Schmidt, Mr. Bohlman, and their wives. Natives.. ..	183
At Rahmah, founded 1871. Mr. Gericke and Mr. Filschke. (Not visited by me).	
At Makovik, founded 1899. Mr. and Mrs. Townley. Natives.....	150
At Port Burwell, founded 1899. Mr. and Mrs. Waldmann and Mr. Voisey, a "settler." Natives .. .	48

This gives a total native population of 1,251, under missionary care, without including Nachvak. This number comprises "settlers," but not the 30 heathen, who would belong to the Nachvak district.

41. It would appear from the Records of this Colony that the Moravian Mission was invited to Labrador by Governor Hugh Palliser of Newfoundland, who, in the Proclamation of 8th April, (App. C. hereto), says, "I have invited Interpreters and Missionaries to go amongst them (the Indians on the Coast of Labrador) to instruct them in the principles of Religion, and to improve their minds and remove their prejudices against us." The name of the Moravian Mission probably presented itself in this connection from the fact, no doubt well known to the Governor, that the Moravian, John Christian Ehrhardt, who "wished to commence a mission among the Eskimos in Labrador," had, with five companions, been murdered by the natives in 1752. It would also seem from the Proclamation of 30th April (Appendix D), that the mission was under the special protection of the King. By the Royal Proclamation of the 7th October, 1763, issued in conformity with the terms of the Treaty of Paris, the Coast of Labrador was put "under the care and inspection of Our Governor of Newfoundland." It is evident from this that the British Government lost no time in concerting the wise measure of settling the Mission on that coast.

The attitude of the Government towards the Mission, and the terms on which they received protection and grants of land, is sufficiently well shewn in Governor Shuldham's Proclamation of 17th March, 1774 (Appendix F).

That the Government of the day was aware of the value of the presence of the missionaries among the natives of the Coast in other ways than imparting religious instruction, is made clear enough by the Governor's Proclamation of 4th May, 1772 (Appendix E), in which the Mission is enjoined to prevent the natives from "strolling" southward without a permission in writing for so doing. This was to impose on the Mission a police duty, and was done because "many barbarous murders have been committed by both sides, by the English upon the savages and by the savages upon the English."

Of the many Proclamations of that period connected with the Coast of Labra-

dor that cast light on the relations that existed between the Governor of Newfoundland and the mission, perhaps one of the most interesting and significant is that which emanated from Governor Shuldham on the 3rd August, 1774 (Appendix G), in an Order addressed by His Excellency to the officer then in command of the Garrison of twenty men at York Fort at Pitt's Harbor, in Chateau Bay, where a detachment was kept all the year round in a strong blockhouse, erected in 1766 by command of the King, the principal object of which was the "securing such boats and fishing craft as the fishers may leave there in the winter from being stolen or destroyed by either savages or banditti crews resorting to that coast from the colonies." The extract given in Appendix G. shews that when the Coast of Labrador was transferred from Newfoundland to Quebec, there still remained on the officer who was Governor of Newfoundland the official obligation "that I do also countenance and protect, as much as in me lies, the establishments formed under the King's Authority by the Society of the Unitas Fratrum to the west of the Straits of Belle Isle."

From this it appears that the *de facto* control and protection exercised by the Government of Newfoundland over the Moravian Mission and their charges on the Coast of Labrador, were not interrupted by the temporary *de jure* transfer of the Coast to Quebec, a transfer which was thus manifestly not made on considerations connected with the native inhabitants of the Labrador Coast. It would seem, therefore, that from its first arrival on the Coast to this day, the Moravian Mission has, without break or interruption, had "the countenance and protection" of the Government of Newfoundland. It is a pleasant duty to record that the present Government has recently given practical effect to this traditional policy, by grants of land, by exemption from Customs' dues, and by a subsidy to the hospital at Okak.

42. There could be no more practical way of giving public recognition to the valuable and devoted labours of the Mission; and certainly no other method could be equally gratifying to Bishop Martin and his colleagues. No one could overlook what the Mission has done for the religious and for the secular education of the native, or fail to see how greatly they have improved the economic and domestic condition of the Esquimaux, but it is quite possible for one to pass over what is probably the greatest of all the services the Mission has rendered to that race, by which is meant its Preservation. The probability is considerable that, in spite of their inhospitable climate, the Innuits, without the presence and protection of the Mission, would before now have gone the way of the red man of America, of the aboriginal of Tasmania, of the Beothic of Newfoundland, &c. Of Beothics, Prowse says, in his monumental History of Newfoundland: "There could be no doubt that the settlers hunted them like wolves, and shot them in cold blood wherever they encountered them." This is strong language, but it is not by any means incompatible with the terms of a Proclamation by Governor Byron in 1769, terms that his successor found it necessary to repeat in 1772.

That the aboriginals were treated with ruthless barbarity, both on this Island

and on the coast of Labrador, is certain ; it is also abundantly evident that this was known to the Government, which repeatedly expressed "the King's abhorrence" of these deeds. But it would appear from the records that these enormities were perpetrated, principally at least, not by the settlers, but by "irregular crews," by "banditti crews," who were on the coast only temporarily and did not reside in these countries. It is plain enough that the destruction by violence of the Esquimaux on the Labrador coast of Newfoundland ceased with the advent of the Moravian Mission. It would, therefore, seem that we owe to the Mission the fact that the Inuit race now exists still as such.

That the aboriginal population of the Labrador coast was considerable where there is now not a single person is clear from a letter from the Governor of Newfoundland to the Governor of Quebec, of 14th August, 1767, in which it is stated that "500 of the savages were then encamped under the protection of the King's ships in Chateau Bay." Natives have ceased to exist on the several hundred miles of the Labrador coast that lies south of the Moravian establishments.

It now becomes a question of great interest whether what survives of the Inuit race may, under the guidance and care of the Mission, and after weeding out by so much epidemic disease, become accustomed to their changed circumstances, steady themselves in numbers, and then begin a new growth. This is not hopeless, because, as was found at Killinek by actual observation, and as is demonstrated by the survival of so many of the race after the recurrent ravages of epidemic disease, the birth rate is high. In that prime factor in the problem, in the devotion of the Mission, and in the aid and support they will continue to have from this Government, there is hope.

43. On the 27th we called in at the fishing centre at Turnavik. The harbour there is very small but extremely good, and very picturesque. The establishment was under the care of Captrin Bartlett, and its condition was certainly creditable to that gentleman. There had been a fair fishing, but it had rather fallen off during the week prior to our visit. The Sabbath was being fully observed, with complete cessation from all work, by all the fishermen about the station. Captain Bartlett, like all other agents on the coast, was to proceed south early in October. His house, a good, comfortable, clean, substantial dwelling, will then be occupied by a Mr. Evans, who is a permanent resident on the coast. Mr. Evans traps and shoots in winter. There are many foxes to be had on that part of the coast. Last year grouse were very plentiful in that district. Mr. Evans was of opinion that this was caused by the great forest fires that raged inland during the previous summer, and drove the birds down on the naked coast, where there was nothing to burn. Some men killed 700 to 800 grouse each. The snow sleighs were often loaded with them. This took place at a time when the killing of these birds was prohibited by the law of Newfoundland, a fact which not improbably was unknown to these hunters and trappers ; but in any case they would believe that the law did not apply to the Labrador coast, even if they knew it was the law of Newfoundland.

We passed the night very quietly and comfortably on the *Fiona* in Long Tickle.

44. We left our anchorage at Long Tickle at daylight on the 28th August and in the forenoon landed at Holton Island, a St. John's fishing station. They had nearly finished a fair fishing at this place. Large quantities of fish were spread out on rocks and stones drying. The fishing establishments were all busy washing the salt off the fish that were being taken out of the stacked piles, in which they had lain covered by salt spread between the layers for about three weeks. From these piles they were being put into large tubs where they were soured by mops, in sea water, to remove the adherent salt. Then the fish were thrown by a steel pitchfork into a large trough, whence they are stacked to drip before they are put out on the stones to dry in the sun. The drying takes three days of good sunny weather. The livers were being put into great puncheons where they were left to ferment, gradually giving out cod-liver oil, which in the unrefined state is nearly as dark as porter, and looks in that condition rather unpalatable. About 60 cwts. of fish there will yield one puncheon of livers.

45. At one o'clock we landed at Horse Harbour, one of the principal fishing centres of the coast. There they had had a very prosperous fishing, and would load over 40,000 cwts. of dry fish. The rocks (small hills) were more than half covered with drying fish, which presented a splendid appearance. With Mr. Parsons, the able representative of C. Dawe & Co. I saw some lots of the largest and best fish we had seen during the season. They were being carefully prepared, and looked clean and pleasing. The harbour is a fine one, and absolutely protected from everything. A store is kept there for supplying employees and "settlers" during the fishing season. We left Horse Harbour at 1.30 p. m. for Indian Harbour, much pleased with what we had seen. At Indian Harbour astronomical observations were again made to determine the rate of our chronometers, as we had made similar observations here on our journey northwards. The fishing had not been very successful at this place. The ships waiting for cargoes were then loading.

Another visit was paid to the hospital of the Deep Sea Mission at this place, the doctor and nurse of which had been kept busy during our absence. We were very glad to learn that the Officer of the Hudson Bay Company that we had brought from Cartwright in a critical condition had, with hospital care, made a very good recovery, and had already left. There were still one or two convalescents from diphtheria and typhoid fever in hospital.

46. The weather had for some days been all that could be wished. In the evening of the 28th there was a display of a brilliant aurora, which became obscured by clouds from the east. All daylight next morning the fog was so dense that one could barely see one end of the *Fiona* from the other end. In spite of this, the Hon. Captain Dawe and Captain English managed to get the steamer outside, and to make way for Cartwright. The sea became very boisterous in a strong breeze, but we arrived at Cartwright between one and two in the afternoon. It was found that Professor Curtis and Stebbins, of the famous Lick Observatory, had all their preparations complete for observing the eclipse of the sun next morning. It was arranged that with our theodolites and chronometers we should observe contact of the sun and moon. Next morning, however, was dull and cloudy, with fog hang-

ing about the hills, and with only occasional breaks, imperfect and for short intervals, in the slowly moving clouds. The only glimpses had of the eclipse began when the moon had already covered about a fifth of the sun, down to the time when the eclipse was about one-fourth from totality, after which we saw nothing more for about an hour, when the sun came out brilliantly. We learned afterwards that twenty miles further down the coast the whole eclipse was perfectly visible from beginning to end.

At noon on the 30th I went on board the *Scylla* to proceed direct to St. John's to receive there His Serene Highness, Rear Admiral Prince Louis of Battenberg, with the first division of the Cruiser Squadron under his command. Messrs. Reeve and Cleminson were left to proceed to Chateau Bay, to exchange time signals with Dr. Klotz by telegraph, which they succeeded in doing. The exact results have not been obtained from Canada, where the position of their own geodetic centre is being corrected, so that we are not yet able to determine our meridian distances, which will depend on the starting point in Canada. After a fine weather passage on the *Scylla*, we reached St. John's at 6 a.m. on the 1st September.

47. — The meteorology of Labrador is a subject of much interest, and some attention was, therefor given to it during this visit to the coast. In 1882 the German Seewarte sent as a delegate to the Coast of Labrador Dr. Koch, later Professor of Physics at Freiburg, to establish six Meteorological Stations of the Second Class, at Hopedale, Zoar, Nain, Okak, Hebron, and Rama. Observations were to be undertaken by the Moravian Missionaries at these several Stations, and to be continued after the return to Germany of Dr. Koch. The readings were taken at 8 a.m., 2 p.m. and 8 p.m., each day. The observations embraced Air Pressure, Air Temperature, Clouds, Wind, and Precipitation. Each Station was furnished with the following instruments :—

Mercurial Barometer ; Spirit Thermometer ; Maximum Thermometer ; Minimum Thermometer ; Rain Gauge.

The records of these observations, extending over several years, have been published in Germany by the Deutsche Seewarte in extenso. From these publications for the years 1884 to 1888, and for 1890 to 1891, the figures comprised in the following Tables have been extracted. The observations have been gradually discontinued at most of the Stations, but are still fully carried out at Hebron, though they do not appear to be published of late. They cannot be carried out fully in winter for Precipitation, on account of the wind driving the snow past, or into, the rain guage ; the results arrived at give a Rainfall of about 33 inches. The observations on wind are not accurate by reason of the protected position of the Stations.

The Tables mentioned below will be found as Appendices I to O respectively.

Table I. contains, as an example of the day-to-day variations of temperature, the complete record for the year 1891, given on the Centigrade as well as on the Fahrenheit scale. These observations were taken from the ordinary spirit thermometer at 8 a. m. each morning.

Table II. gives, reduced to Fahrenheit's scale, the mean of the monthly temperatures at 8 a. m., taken at each of the six stations, for the number of years specified in the Table.

III. shews in Centigrade and in Fahrenheit degrees the mean of all the monthly mean temperatures taken at the six stations; thus, for example, the mean temperature for January (-23.35 C., -10.3 F.) represents the mean 8 a. m. temperature for thirty-five Januaries.

Table IV. is a resumé of the results contained in Tables I., II., and III., and reduces to the simplest form the mean annual temperature for the number of years stated in the Table at each Station. These readings refer to the temperature as it stood at 8 a. m. each day of the whole year. These annual mean temperatures are given in Centigrade and Fahrenheit degrees. The mean annual 8 a. m. temperature of the Six Stations (-5.37 C.; 22.23 F.) thus refers to the mean temperature for thirty-five years, but not to thirty-five consecutive years.

Tables V. and VI. present the results of observations taken by the maximum and minimum thermometers. It would appear that there has been very great difficulty in obtaining continuous readings from these instruments, either through their becoming unserviceable or from breakage. Observations for complete years have, however, been found for the Hebron Station for 1890 and 1891, and these are given in Table V., which sets out the greatest maximum and minimum thermometers for each month of those two years.

Table VI. in the same way reproduces all the maximum and minimum results from the records at all the different Stations at which the maximum or minimum thermometers could be read during the warmest and the coldest months of the year; thus, if these instruments were observed for January and February, or for July and August, the highest and lowest temperatures for the year would be thereby respectively recorded, although the instruments may not have been in use during the other months of the year. Advantage has been taken of this to make Table VI. as full as possible.

Table VII gives temperature observations as far as they have been taken, up to the present time, at Port Burwell.

48. Some attention was given during my visit to the Exports from Labrador. It is not possible to express exactly in figures the commercial value of Labrador to this colony, but the following information, for which I am indebted to Mr. Le-Messurier, will give an idea sufficiently near the truth for all present practical purposes:

Total Exports from Labrador for 1905.

1. Dry Codfish—			
Direct Shipments to market—qtls .....	.....	342,219	
Shipped to Newfoundland .....	.....	392,393	
		734,612,	at \$4, \$2,938,448
2. Salmon—tierces .....	.....	1,698	36,638
3. Trout—barrels .....	.....	159½	914
4. Cod Oil—tuns .. ..	.....	67	4,840
5. Whale Oil—tuns .....	.....	11,016	11,018
6. Whale Bone—tuns .....	.....	269½	3,180
7. Furs .....	.....	.....	32,976
8. Seal Skins .....	.....	.....	47
9. Lumber—feet .....	.....	4,953	45,823
10. Old Junk .....	.....	.....	15
11. Seal Oil—tuns .....	.....	25	1,500
12. Feathers—lbs. ....	.....	1,432	187
13. Laths—M .....	.....	1,720	4,120
		.....	\$ 3,082,503

It may, therefore, be said that the Exports from the Labrador coast amounted in 1905, in round numbers, to three million dollars. It has, however, to be pointed out that the Labrador Fishery was last season exceptionally good. The above figures would seem to show that practically, in round numbers, the Labrador coast will, this season at least, yield about half the export of dry cod from the colony. There need be no doubt that this fishery could be made more productive still by providing greater facilities for the prosecution of that important industry, and by pushing it further towards the north. In the above total there are included the—

**Exports of the Moravian Church and Missionary Agency
from Labrador, for the years 1885, 1895 and 1905.**

Articles.	1883.		1893.		1903.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Codfish	2,689 qtls.	\$ 7,140	2,994 qtls.	\$ 8,185	4,035 qtls.	\$ 21,149
Trout	579 brls.	2,870	787 b. ls.	3,720	798 brls.	4,788
Skin Boots	632 prs.	490	230 prs.	437	3,224 prs.	5,849
Seal Oil	313 cks.	11,185	194 cks.	6,120	353 pns.	7,200
Cod Oil	3 "	35	3 "	118	41 "	910
Cod Liver Oil	7 "	640	6 "	375	3 "	96
Furs	16 "	2,925	6 "	1,720	11 pgs.	7,000
Dry Seal Skins	13 "	200	.....	.....	5 "	100
Salted Seal Skins....	14 "	425	8 pgs.	190	7 "	200
Reindeer Skins	36 pgs.	1,625	72 "	1,000	5 "	800
Straw work and Curios.....	.....	200	2 "	60	15 "	150
Feathers ... ..	.....	.....	4 "	15	12 "	150
Salmon	37 tes.	407	5 tes.	84	6 tes.	50
Totals ... ..	.....	\$ 28,142	.....	\$ 22,024	.....	\$ 48,442

The Exports for 1904 were of the value of \$43,028, made up of—

Codfish	\$23,157
Seal Oil	5,565
Trout	4,450
Furs	3,847
Boots	3,440
Deer Skins	1,095
Other articles	1,476
	\$43,018

The approximate cost of freight to and from the station is \$20,000.

For the above interesting figures I am indebted to Mr. R. G. Rendell, of St. John's. The significance consists principally in the important advance they demonstrated in the economical evolution of the Innuits, in the proof they supply that the industrial advance of the native is highly creditable to the mission that trains and teaches them becoming a civilized people.

In an unsigned and undated memorandum, evidently written by Mr. Simms, Justice of the Peace for Labrador in 1827, the following interesting passage occurs, which throws some light on the economic condition of the native at that date: "The Moravian settlements were established so far back as 1760 for the purpose of converting the Esquimaux Indians to Christianity, which is at the present day their primary object. The number of Indians at each establishment is thus stated on the authority of Mr. Stork, the senior Missionary residing at Hopedale: Okak, 350; Nain, 265; and Hopedale, 185. Their trade with the Indians is comparatively trifling, as appears from the following return from the Hopedale establishments for the last twelve months, viz.: 64 fox skins, 4 martin cat skins, 8 tons of seal oil. Mr. Stork, however, told us the returns on one very favourable year met the whole of the expenses of the Labrador Mission. One small brig annually takes their supplies from London, and returns to the same place with their collection of fur and seal oil." From the above it would appear that the populations of Okak and Nain are to-day the same in point of numbers as they were in 1827. But these returns shew that their condition of life must be very different.

50. The few figures given above, though only approximate, will suffice to indicate in a general way to what extent Newfoundland as a whole is indebted to the merchants that animate this industry, and to the fishermen and fisherwomen that proceed to Labrador to carry on this most important fishery. If these considerations receive due weight, it will certainly be admitted that those that engage in the fishery there, whether as permanent or as temporary residents, should receive every assistance, and every facility, both public and private, that can be given to them. The directions in which this could best be done would probably be these:—

1. Improved steam communication.
2. Improved telegraphic communication.
3. Facilities for navigation.
4. The regulation of the river fishery.
5. The observance of close time for game and fur animals.
6. The prevention of forest fires.
7. More school accommodation, and more teachers for Europeans and "settlers" in the south.
8. Vaccination.

9. A legal prohibition against the removal of the aboriginal natives from their own country.

10. Improved Locomotion.

I have not added to this list the medical requirements. These, as shewn above, leave something to be desired ; but, thanks to the one doctor and staff, and the one hospital of the Moravian Mission ; and to the two hospitals, and the hospital steamer *Strathcona*, of the Royal National Mission to Deep Sea Fishermen, to its highly qualified medical officers and its trained nurses, these needs are already to a considerable extent met, for the summer months especially ; and the usefulness of these mission establishments would, of course, be increased in proportion as steam and telegraphic communication were improved, by increasing the number of places of call, the frequency of voyages, and by extending the length of coast line visited.

51. In the medical work the Government already takes a direct part, for in addition to the contributions in money given by the Government to the two Missions, a medical officer is employed by the Government to visit the coast during the summer months. He travels on the subsidised mail steamer, and sees patients on board, and also visits the sick ashore when this is possible. Last year this officer performed eight such trips, which cost the public treasury \$2,051. In addition to this a sum of \$500 was paid for the passage home of sick people, giving a total of \$2,601 expended by the Government on this service. The returns of the work done by this officer are not so complete as would enable one to form an accurate estimate of the value of the services performed, which will be easy to understand if one remembers that he has only a very short space of time at disposal at each place of call, and has but little leisure to spare then for clerical work.

The eight trips may, however, be summarized thus :—

1st trip, from June 17 to June 24, patients seen	94
2nd " " June 29 to July 9, "	204
3rd " " July 4 to July 28, "	224
4th " " July 31 to August 11, "	383
5th " " August 18 to August 29, "	236
6th " " Sept. 4 to Sept. 17, "	211
7th " " Sept. 24 to Oct. 15, "	167
8th " " Oct. 22 to Nov. 1, "	36
Total	1,460

The subsidised steamer is not fitted up in any way as a hospital ship, so that the work of the medical officer is chiefly of the kind that would be performed in dispensary practice. But in addition to that, the medical officer is able to remove bad cases on the steamer to hospital or elsewhere. Many of the cases seen by him are not serious, and they cannot be completely analysed from the returns. No doubt this officer is, however, able to relieve much suffering. In the fourth trip, for example, it appears he treated fifty-five cases of chest complaint, including

twenty-nine cases of influenza, twelve of bronchitis, one of pneumonia, two of pleurisy, one cardiac, forty-two rheumatic, and twenty-eight of indigestion or dyspepsia. Naturally, the more serious cases are treated in the mission hospitals.

It would seem not improbable that the Government had in mind in entering into this arrangement the last report of Judge Pinsent, who wrote, "While on this subject, I beg leave to recommend to the Government, what would be very useful and acceptable to the residents and to those resorting to Labrador during the fishing season, that a medical man should be sent in the Circuit vessel, for the purpose of attending to cases of accident and sickness, which continually occur among the thousands of people congregated there in the summer; there is no doctor residing on the Coast of Labrador. The medicines supplied by the Government to me, I dispensed as usual among the people, to whom they were of great use and highly valued."

STEAM COMMUNICATION.

52. This is carried on from June to October by a steamer that proceeds from St. John's as far as Nain once every two weeks. This line is undoubtedly a great public convenience. It receives a subsidy of \$18,000 a year from the Government. It appeared from last year's transactions that the accommodation supplied by this vessel was, at least at times, especially at the opening of the season, hardly sufficient. Taking into consideration the magnificence of the scenery, the extreme salubrity of the climate from about the middle of July to the middle of September, the coast should, were good steamer accommodation provided, become a regular and favorable holiday resort. But the finest scenery lies north of Nain. Could the steamers run as far as Hebron or Nachvak, or could a small vessel keep up a service from July to September between Nain and Nachvak, this would suit both the traveller and the fishing community, and would facilitate the extension of a profitable fishery farther northward.

TELEGRAPHIC COMMUNICATION.

53. The present state of telegraphic communication has been described in paragraph 12. It will be sufficient to state here that this matter has already received the close attention of the Government, and that steps have been taken that will ensure regular telegraphic communication before the end of next season from St. John's to the most northerly telegraph station on the coast of Labrador.

FACILITIES TO NAVIGATION.

54. The navigation of the coast would be very considerably facilitated by the erection of a certain number of beacons at prominent points, and by marking some of the cliffs and rocks with paint, &c. The services of a small steamer for a single season could do much in carrying this out. At present some half dozen to half a score of harbours have been surveyed on the coast. It would be of much advantage if these could be connected by a surveyed or marked track. It appeared also that good photographs of the coast outline at certain places would be of much use,

especially to the stranger. Thus at Hebron we found great difficulty in finding the harbour, and did not succeed in identifying Nachvak.

REGULATION OF THE RIVER FISHERY.

55. This merely requires to be put on the same footing as in Newfoundland. In other words, all that is necessary is that the law should be carried out. The first and principal desideratum is that the law should be made known, and that it is to be adhered to. Were this once made clear, and if those that have a claim to consideration in respect of rights more or less of a prospective nature were equitably dealt with, there can be but little doubt that the fishery regulations would be duly observed by a community that has for many years shewn such a singular sense of observance of law and order.

THE OBSERVANCE OF A CLOSE TIME FOR GAME.

56. It was mentioned in paragraph 22 that at Hopedale the natives have come to some understanding to not kill certain fur animals during the time they are of little value, and that fishermen were shooting young foxes when the fur was practically useless. These questions require to be carefully considered on the spot; after which the efforts of the residents to establish the necessary close time should have the sanction and force of law. This would extend also to the caribou. The future of the eider duck comes under the same category. It appears that with improved boats the natives are able to visit the "Duck Islands," and to carry off the eggs of the eider duck by thousands. This, if continued, will soon destroy that bird.

FOREST FIRES.

57. There are perhaps no questions connected with the administration of Labrador of greater importance and more pressing than those concerning forest fires. There seems to be a general idea in this Colony among those that have not been along the coast of Labrador that it is a country rich in forests. There could be no greater mistake. North of Okak there are neither trees nor bushes, and what makes this all the more serious is the absence of peat and turf. The coast is one of naked, hard rock, all the Northern part practically destitute of fuel of any kind. On the Southern portion there are some forests inland, along river courses, and on protected hollows and hillsides, but these are being devastated by fire. The cause of these destructive conflagrations was variously given: such as carelessness in lighting fires, and neglect to extinguish them; to greasy gun wads used sometimes in shooting; and to lightning. The thin layer of moss and lichens that covers a great deal of the Labrador country is, when it is dried up by two or three months drought, very inflammable, easy to set on fire, and difficult to extinguish. Like trees in such soil and climate, the moss bed reproduces itself very slowly. As these fires have been greatly more common in recent years, and as thunderstorms are very rare, lightning can hardly be responsible for them. The real causes are deserving of the most serious consideration, for the conservation of the Labrador forests is for that coast of even greater importance than the preservation of the

forests of Newfoundland itself. Wood, it has to be remembered, is the only source of fuel on the coast. It has already to be procured with great labour and at heavy cost, in many places. Trees grow there so slowly on account of the very short summer that the prospects of re-forestation are not encouraging. It is in fact very improbable that anyone will undertake it. The line of action indicated would therefore seem to be to guard and economise the forests that now exist. The conservation of the forests of this Island in the interests of the fishermen is so well recognised and understood that a three mile margin is preserved for them all round the Island on all the Crown Lands of the Colony. On Newfoundland it would be greatly easier to procure fuel and timber from elsewhere than would be the case on the Labrador coast. The Island possesses also unlimited supplies of fuel in the form of peat, apparently also valuable beds of coal, neither of which is found on the Labrador coast.

The Labrador fishery would seem to be nearly as important as the fishery of the Newfoundland Coast, a fact that should never be lost sight of in this Colony. From that point of view, therefore, it becomes a question of the most serious importance to preserve what forests we still possess in Labrador. The recent destruction of the forests by fire in the Hopedale district, for example, will and must soon be felt in the decreasing production of game, of mink, and other furs. It is also certain that the effect cannot but be unfavourable on a climate already rigorous in the extreme. I would earnestly urge that a careful examination should be made of all the forest areas, to determine their nature, condition and extent; that searching investigation be made as to the cause of fires and how to prevent them; and that all necessary restrictions be imposed on those to whom timber concessions are granted on the Labrador Coast.

This question is by no means a new one. Its importance was fully recognised in the Act 10 and 11 Gul. III., 25, (1699), of which, section 12 enacted "That no person or persons whatsoever shall at any time after the said twenty-fifth day of March, rind any of the trees there standing or growing upon any occasion whatsoever, nor shall, by any ways or means whatsoever, set on fire any of the woods of the said country or do cause to be done any damage, detriment or destruction to the same, for any use or uses whatsoever, except only for necessary fuel for the ships and inhabitants, &c." Again, "Firing the woods" in the Chateau Bay district is classed among "the most heinous crimes" and "other enormities" by Governor Shuldham in 1772. The Governor's Order of 23rd July, 1767, shews what was done then to try to preserve the Labrador forests (Appendix H.)

In consequence of a fire that burned for several weeks in the same southerly parts of Labrador, the Governor, at a later date, threatened to prevent whale fishers from coming to the coast. Campbell says of a great fire in the district of Anse a Loup, that the forest fires frightened away the deer, and poisoned the fish by the turpentine that ran into the rivers. The records of the Colony shew clearly that the great importance of the question was fully realised, but the Governor has clearly been unable to deal with it effectively.

Co-operation with the Dominion Government might be serviceable in the matter of fire prevention. It is stated by Mr. Madison Grant, in the Seventh Annual Report of the New York Zoological Society, of the woodland caribou, "In the country to the north and east of Lake St. John and on the southern watershed of Labrador, it has been nearly exterminated, presumably by the devastating fires which have swept over this district in recent years."

SCHOOL ACCOMMODATION.

58. This is a subject the vast importance of which has come to be fully appreciated by both the Government and the public generally in this Colony, and which therefore requires no advocacy. Education so far as the Innuït is concerned is already fully provided for. The Moravian Mission now completely covers the whole of the northern part of the Coast, and its education may safely be left in their hands. But there remains the Southern part of the Coast, the needs of the children of permanent and temporary residents. These requirements are well worthy of consideration, as at present they are not sufficiently met.

The following Table will suffice to shew what is now being done in this respect, as it is made up of Returns for the last year :

RETURNS OF LABRADOR SCHOOLS FOR 1905-

LOCALITY.	DENOMINATIONS.		
	SCHOLARS. R. Catholic.	SCHOLARS. Methodist.	SCHOLARS. Ch. of Eng.
Blanc Sablon.....	16	.....	.....
Diabie Bay	6	.....	.....
L'anse au Loup	6	.....	22
West St. Modiste and Pied Noir .....	.....	16	.....
Carroll's	40	.....	.....
Chateau	15	.....	.....
Camp Islands.....	9	.....	.....
Red Bay	12	.....	.....
Forteau .....	.....	20	.....
Square Island .....	.....	37	.....
Spotted Island .....	.....	23	.....
Sandwich Bay .....	.....	22	.....
Grand Village .....	.....	18	.....
Lance à Clair.....	.....	27	24
Henley .....	.....	.....	11
Cape Charles.....	.....	.....	23
Battle Harbour .....	.....	.....	35
Cartwright .....	.....	.....	43
Scholars	106	463	158
Total Scholars .....	.....	.....	147

Cost about \$2,083, or for each scholar \$4.88.

VACCINATION.

59. It has been stated already that the Innuït population is unvaccinated.

This is a great danger, and it should certainly be provided against. No doubt the Moravian Mission could be induced to undertake this task. A certain amount of vaccination has been performed on the South Coast. It appears that one year Judge Pinsent was accompanied to the Labrador by an Edinburgh Medical Student who vaccinated some 700 people during the Circuit tour. One noteworthy incident in the same Circuit is that the Judge and Mr. Crowdy went to North West River, at the head of Hamilton Inlet, and there vaccinated nearly 200 Indians. It seems that the Government has also paid fees to the Medical officers of ships of war, for vaccinations performed on the Coast. But it would manifestly be desirable that the residents, without respect of race, should be systematically vaccinated.

THE REMOVAL OF THE NATIVES.

60. In Appendix E. it will be seen how Governor Shuldham put on the Moravian Mission the duty of preventing the Esquimaux from "strolling" southward. The object seems to have been to prevent collision with Europeans. The chief reasons against their being removed now from their own country are, that it is already under-populated, that they are fairly comfortable and progressive at home, that they have nothing to gain by going abroad, and that experience has shewn how they bring back with them deadly disease. They have not been taken away from their own country for any commendable purpose, and it would be to their advantage were their deportation absolutely prohibited.

IMPROVED LOCOMOTION.

61. Locomotion on the Labrador Coast is a question that soon presents itself to the traveller there, and it certainly is well worth serious attention. It has been mentioned above that in winter travelling is effected by Europeans, "settlers" and natives, by means of dog sleighs. In summer, travelling can be done only by sea. The real travelling time of the residents, of the missionaries for example, is winter, beginning about the end of December. It would seem that it would be very desirable to consider whether the dog should in this service not give place to the reindeer. This question has been considered in Newfoundland before now. It was brought before the House of Assembly by Mr. Boone on the 26th March, 1884, in a remarkable speech, which shews that Mr. Boone had given much study to the subject. The proposal to introduce reindeer from Scandinavia was not brought forward as a substantive question, but in connection with the suppression of the dog and the encouragement of sheep-farming, the sheep and the dog being found incompatible. Mr. Boone, in his thoughtful remarks, said: "The main point about the reindeer is that he is a harmless animal, and works destruction upon nothing. He can do all the work a dog can do and a great deal more, and is perfectly harmless, humble and submissive." Mr. Boone described in a masterly manner the speed and strength of the reindeer, its usefulness in supplying food and clothing, &c., to its owner. In the discussion that ensued it was suggested by Sir Robert (then Mr.) Bond, that a premium might be offered for domesticating the native caribou. But the House did not appear to take Mr. Boone's suggestions seriously. The Assembly had not before it then the example and the experience

of the Americans in Alaska, which puts the question to-day on a different plane. The advantages of using the reindeer in place of the dog would be enormous. The dog is of very little use for any other purpose than draught. He is unfit to be eaten ; and as he has to carry his food with him, he cannot, without relays of provisions on the way, proceed on a long journey. He is at best a small and weak animal compared to a reindeer. He is, however, a savage, often a dangerous, brute, and he makes it impossible to keep any other domestic animal that would be useful as food to man.

A great deal of guidance in considering this question may be obtained from the several reports on the American experiment with reindeer in Alaska. The serious importance of the question justifies a resume of these, which is given in what follows.

In 1891 the question of the introduction of reindeer into Alaska was raised by Dr. Sheldon Jackson. The Esquimaux were threatened by extinction from want of food. White men had driven away the game, or destroyed it, and had depleted the salmon fishery by netting the rivers. It was found that the residents of Eastern Siberia derived their subsistence chiefly from the reindeer, even to a greater extent than do the Laps. It was therefore deemed desirable that the reindeer should be introduced for the use of the Alaskan Esquimaux. Congress having refused to grant an appropriation for that purpose in 1891, \$2,146 was raised by private subscription for the purpose of reindeer. With this sum 187 reindeer were brought from Siberia, with regular herdsmen, to whom a certain number of Alaskan Esquimaux were apprenticed as herdsmen and teamsters. From 1892 to 1904, 1,280 deer were imported from Eastern Siberia to Alaska, and in 1904 the total number of fawns surviving was 10,267. In the official report of the Commissioner for Education, published 1905, it is stated, "It is perfectly safe to predict from the inspection of the annual per cent. of increase, the doubling of the herd every three years." All the female deer are preserved. The males are used as food, or trained to harness. Allotments of 50 deer are made to those natives that underwent apprenticeship. Seven Lap families, on account of being more civilized than Siberians, were in 1894 employed to take charge of the Siberian deer in Alaska, and to teach the Esquimaux. Between December 1, 1899, and May 31, 1900, the United States ran a mail by reindeer, under contract, three round trips from St. Michael, at about 63 deg. 30 min. N., across the Seward Peninsula to Kotzebue, which is inside of the Arctic circle, about 66 deg. 50 min. north. Each round trip of 1,240 miles was successfully accomplished through an unbroken wilderness without a road or trail. Several relief expeditions to the far north have been successfully carried out by United States officers in Alaska by means of reindeer, when such expeditions would have been impossible by any other means. A contract has lately been entered into to carry a regular winter mail over the 650 miles from Kotzebue to Barrow, the most northerly point of Alaska, about 71 deg. 20 min. N. It is said that on these journeys, "when used in relays fifty miles apart, reindeer can transport the mails at the rate of two hundred miles a day."

In 1898 the United States Government imported from Lapland 538 head of

choice reindeer trained to harness, 418 sleds, and 411 sets of harness, a few herding dogs, and 50 drivers, some of whom had families, making in all 113 emigrants. These Lapland deer were not for breeding purposes, but only for harness. More than half of them died of starvation after reaching Alaska, as moss had not been provided for them. From 1894 to 1903, Congress has appropriated no less than \$158,000 for the introduction into Alaska of domestic reindeer from Siberia. It has been found that "with careful training the Eskimo make excellent herders." It is thought that in thirty-five years there may be 35,000,000 reindeer in Alaska, with an export of 500,000 carcasses a year. The deer purchased in Siberia from the Chunchus cost \$4.00, from the Tunguse, \$7.50. a head. It is stated by Mr. Gilbert H. Grosvenor that "the tame reindeer of Siberia was practically the same animal as the wild caribou of Alaska, changed by being domesticated for centuries." This corresponds with the general view of English zoologists, that there is but a single species of reindeer, but presenting local peculiarities. It appears that the Alaskan deer is not equal to the Lapland deer in strength or speed. A pair of the latter can pull a load of 500 or 700 lbs. at the rate of 35 miles a day, and keep that up for weeks at a time. Mr. Armstrong states that a single deer can draw 600 lbs. on a sled, thirty, fifty, and even ninety miles a day. It is said the Lapland deer can in point of speed do 150 to 200 miles a day, and sometimes 20 to 25 miles down hill in one hour. The Alaskan reindeer express has been driven at the rate of 95 miles a day. Reindeer can travel as well at night as in daylight. In Siberia a caravan of 160 sleds is managed by ten men. In summer a reindeer can carry as a fair load a pack of 120 lbs. A good deer can easily carry a fair-sized man. The Tunguse use them in summer as Europeans use mules and horses. The reindeer cow gives about one teacupful of very rich milk, nearly as thick as the best cream, which makes delicious cheese. Mixed with water the milk makes a refreshing drink. From the sinews tough thread is obtained. For meat purposes the average weight of a reindeer is put at 400 lbs.

The same moss that covers the plains of Arctic Siberia grows everywhere in Alaska. One of the special cares of the herdsmen is to guard against the burning of this moss, which is easily destroyed by fire, and does not grow for many years afterwards on burned ground. The deer are so gregarious and timid that one herder can look after 1,000 animals.

When the travelling caravan halts, the deer are turned out to pasture untethered, and allowed to wander as they will. They dig up the snow with their powerful, broad hoofs to get at the moss beneath the snow. When the spring comes, they abandon the moss diet for willow sprouts, green grass, and mushrooms. The so-called reindeer moss is botanically a lichen, or "tree-moss," the *Cenomicia rangiferina*, or *Cladonia rangiferina*. It is a pretty, white, branched, coralloid moss, which grows thickly on the surface of the rocky ground, and is quite as abundant over the northern part of the American continent as in Siberia. A sample of the "Reindeer moss" that I have, through the kindness of the Hon. H. J. B. Woods, had the opportunity of examining, consists of the *Cladonia rangiferina*, in the branching antler-like stems of which are interlaced two real mosses. The

sample is from Alaska, and was, I understand, supplied by Dr. S. Jackson. In many places this moss gives a grey colour to the Labrador hills. The *Cladonia* is of some value as a human food, and it would be well worth the trouble of a thorough examination as to its value in this respect in Labrador, where there is often dearth during the winter. Lichinin is prepared from this *Cladonia*. This lichen was by Royal proclamation of the enlightened despot Gustav III recommended as an article of human food in times of scarcity. Boiled in reindeer milk it is said to be a good and nourishing article of diet. It has been used also for the preparation of spirit.

In the "Enumeration of the Lichens of Newfoundland and Labrador," collected by the Rev. A. C. Waghorne, and authenticated by John W. Eckfoldt (1895), twenty-two species and thirty-one varieties of *Cladonia* are enumerated. The species includes the *Cladonia rangiferina*, without any variety of that species. In Scotland this *Cladonia* is known as the badge of the Clan MacKenzie.

Labrador seems to be so favourably situated for this animal that the introduction of the domestic reindeer there would hardly partake of the nature of an experiment. The caribou is at home in Baffin Land, in 82 degs. N. ; and it is a native of the whole Labrador coast from Chidley Peninsula to Chateau Bay, and as far south as 47 degs. N. in Newfoundland. There need therefore be no doubt that either the Lapland or the Siberian reindeer would thrive either in Newfoundland or on the Labrador coast. There can hardly be any question that both climate and food are suitable. It would be an easy matter for natives or residents of Labrador, who are accustomed to dog sleighs, to learn to handle reindeer. American experience would seem to leave the question open as to whether the reindeer should be imported from Siberia, from the Tunguse, or from Lapland. They might not be procurable from Alaska. But it seems clear that the teachers should be Laps. The Americans found that the deer stand a sea journey remarkably well. Immense herds of reindeer could be run on the Labrador territory, enough to supply the population of that coast with food, to provide them with the means of travel, and to furnish a valuable export. In all probability the industry could be started in a convenient way by the different Mission centres. By means of a reindeer post, communication could be kept up easily all winter from one end of Newfoundland to the other, and along the whole length of the Labrador coast. It appears that the Strait of Belle Isle does not become covered by ice in such a manner as would allow a reindeer express to cross there, so that the Labrador deer would have to be a separate establishment from those on Newfoundland. It should be easy for a reindeer post to go from St. John's to the extreme north of the island in a week in the depth of winter.

In all probability it would be found preferable to follow the American example and import reindeer, instead of attempting to utilise the native caribou. The Siberian and Lapland animals have been domesticated for centuries, which cannot but have had a marked influence on these animals, especially when, as in Lapland, they have been bred as carefully as cattle in other countries. Probably also the

importation would in any case be cheaper in the end. It would be necessary to begin with a considerable herd of say not less than 300 to 500 animals, enough for one shipment, and some experienced Laps would have to be brought to this country to look after them and train others to do so.

Were an effort to be made to domesticate and train the native caribou, as suggested by Sir Robert Bond in 1884, that could, no doubt, be easier done in Newfoundland than on the Labrador coast.

POPULATION AND REPRESENTATION.

62. The above suggestion for improving administration in Labrador naturally raise the questions of the total population, and representation.

The summer and the winter populations of Labrador are very different, owing to the fact that a great many families proceed from Newfoundland to that coast for about four months, from some time in June to some time in October, for the summer fishery. I am indebted to Mr. LeMessurier (who it may be mentioned, has personal knowledge of the coast of Labrador) for information on that point. During the season last past 14,229 persons cleared from Newfoundland ports for the Labrador fishery. The same gentleman estimates "that 6,000 or 7,000 people who, in the early part of the year fish on the treaty coast and in the Gulf of St. Lawrence, go direct to Labrador without clearing for there, and on the yearly fishing certificates issued to them in the spring." The largest number cleared during the last twelve years was in 1894, viz., 14,651. The smallest number was in 1900, viz., 10,679. The mean number annually cleared for the last twelve years is 12,333. The total average number of people that proceed to Labrador for the summer fishery would therefore be about one score thousand, but that number was considerably exceeded last year. To this has to be added 4,000 residents. (The number given in the 1901 census is 3,947). The summer population of Labrador may therefore be fairly set down in round numbers at from 20,000 to 25,000; the winter population at 4,000. Of these, as shown above, some 1,300 are native Inuit, or "settlers," about Mission settlements.

At the present time Labrador has no direct representation in the Legislature of the Colony, nor is it the special duty of any Minister of the Crown to make any specific study of the requirements of that dependency. One may say unhesitatingly that it would have been better for Labrador, and for the Colony, that more attention had been given to this question many years ago. The matter of representation has indeed been brought up before now in a direct form. Nothing, however, came of it. On the 31st October, 1863, the Secretary of State wrote to the Governor of Newfoundland: "With reference to the imposition by this Act of duties on persons inhabiting the Coast of Labrador, it appears to me that it would be right that such persons should be enabled to send representatives to the Assembly of Newfoundland." But Labrador was not so important then as it is at the present day, and its resident population was not nearly so advanced as is the case at this moment. There are undoubtedly difficulties in the way of extending the franchise to Labrador; such as the great length of coast; the sparse population; the differ-

ence in race of a large number of the residents; the difficulty of procuring their representation through a member or members that would really be familiar with the circumstances of the coast, and be in direct touch with their constituents. The question of education presents no difficulty. The Europeans, the "settlers," the aboriginal Inuit, are all sufficiently well educated to exercise the franchise in an intelligent manner. All resident voters could read and write. It may, however, be doubted that the franchise would be an advantage to the aboriginals, who are probably happier and more settled as they now are, left to the Mission.

If, however, the difficulties of representation hinted at above are considered to be too great to be easily overcome, then there remains the obvious alternative of appointing a Minister, or at least a Secretary, for Labrador, whose sole and special executive duty it would be to study all questions in connection with that country. It may be at once stated here that the proper development of the Labrador coast cannot take place unless one or other of the above suggestions is adopted, or some other more or less similar arrangement is provided, such as an annual visit to the coast by a Minister of the Crown.

63. The Money appropriations for, or in connection with, Labrador for the Service of the Fiscal Year ending with June, 1906, would appear to be as follows:—

Page in Budget.	Head in Budget.	SERVICE.	Vote.
23	VII.	Relieving Officer, Labrador.....	30
25	VII.	Relieving officer, Blanc Sablon	20
24	VII.	Conveyance Sick Fishermen.....	800
25	VII.	Mission Hospital, Battle Harbour.. ..	500
25	VII.	Mission Hospital, Indian Harbour.....	500
28	VII.	Passages, hire of rooms, etc., doctor and nurse.....	1,000
28	VII.	Medical attendance and medicines.....	1,000
33	VIII.	Salary, Keeper Lighthouse, Indian Tickle.....	300
33	VIII.	Salary, Keeper Lighthouse, Double Island.....	504
34	VIII.	Maintenance Lighthouse, Double Island.....	300
34	VIII.	Maintenance Lighthouse, Indian Tickle.....	200
55	XII.	Travelling Post Office, Labrador....	746
56	XII.	Couriers, Battle Harbor and Blanc Sablon	120
56	XII.	Couriers, Battle Harbor and Cartwright.....	100
59	XII.	Rigoulet, N.W. River and Makovic	30
60	XII.	Coastal Subsidy.....	18,000
64	XII.	Cost Marconi System.....	2,000
67	XIII.	Sub-Collector, Blanc Sablon (not to exceed \$500), with * 10 per cent. on duties.....	300
67	XIII.	Sub-Collector, Labrador (not to exceed \$800), with 10 per cent. on duties	600
68	XIII.	Sub-Collector, Rigoulet (not to exceed \$800), with 10 per cent. on duties	600
68	XIII.	Tidewaiter and Boatmen	320
69	XIII.	Survey Labrador Vessels	700
70	XIII.	Revenue Protection Travelling expenses.....	400
70	XIII.	Miscellaneous.....	300
			\$29,370

LAND CONCESSIONS GRANTED IN LABRADOR.

64. It has been shown above that the Moravian Mission has grants "under pleasure" for 301,000 square miles of territory, practically held in trust for the aboriginal natives. These grants are all in north Labrador. In recent years, however, applications have been received by Government for leases of land for working timber on the more southerly parts of the dependency. These concessions may be represented as below:—

1. Leases granted—

Grand River Pulp and Lumber Co'y, Grand River.....	.....	207 sq. m.
Wm. Muir, Son & Co., Kenimou River.....	.....	187 "
Wm. Muir, Son & Co., Dove Brook.....	.....	47 "
Copeland Kirk & Soy, Sandwich Bay.....	.....	130 "
Total.....	.....	661 "

2. Applications approved—

R. D. Kirk, North River.....	.....	182 sq. m.
Copeland Kirk & Soy, Sandwich Bay.....	.....	211 "
J. P. Benjamin, Kenamon River.....	.....	224 "
Total.....	.....	617 "

3. Applications not yet approved—

C. F. Taylor, White Bear River.....	.....	150 sq. m.
C. F. Taylor, Stag Bay.....	.....	40 "
Copeland Kirk & Soy, Sandwich Bay.....	.....	48 "
Alfred Dickie, Traverspine River.....	.....	275 "
Total.....	.....	513 "

4. Notices in "Gazette"—

Refus E. Dickie, Goose Bay River.....	.....	31½ sq. m.
" " Kenamon River.....	.....	46½ "
" " Kenemiche River.....	.....	5 "
Total.....	.....	85 "

ADMINISTRATION OF JUSTICE.

65. The subject of the administration of justice in Labrador, both past and present, is interesting, curious and instructive, and not without importance. It manifestly caused some anxiety to the British Government from the date of the Treaty of Paris to the establishment of representative government in Newfoundland.

By the King in Council it was ordered (3rd May, 1759) that, "In case it shall appear to him (the Governor of Newfoundland) to be necessary for their welfare and security that one or more of the principal Missionaries (Moravian) should be vested with the authority of Justice of the Peace, that he should in that case issue the proper commission for that purpose, conformable to the powers delegated to him by your Majesty's commission under the Great Seal."

This would appear to be the first provision made with the view of administering justice on the northern part of the coast of Labrador. Justice was to be administered by Newfoundland, but the power thereby conferred on the Governor does not appear to have been exercised in the form provided by the King in Council, the moral influence of the Mission having sufficed, supported as it has been by the Government of the Colony. This fact is of itself very remarkable, especially when we learn from the Proclamations of this period, such as that of 4th May, 1772 (Appendix F) what crimes were being committed by both natives and Europeans.

That the state of matters on the southern part of the coast was at least no better than in the north, is shown by what was written by the Governor of Newfoundland on 3rd of August, 1772: "I am informed that many irregular crews from the colonies and other places resorting to this coast have been guilty of the most heinous crimes, such as robbing, plundering, and murdering each other and the native savages inhabiting said country, destroying the fishing works, firing the woods and sundry other enormities, to the obstruction and discouragement of the fisheries."

In those days such justice as was administered seems to have been carried out under the British Statute 10 & 11 Gul. 3, c. 25, chiefly by naval officers under the order of the Governor. The first Commission for a Surrogate Court for South Labrador was issued in June, 1763. These arrangements may be said to comprise the first stage.

66. A new phase was entered on by an Act passed in 1809, 49 Geo. III, cap. 27, section 15, by which it was enacted that "It shall be lawful for the said Supreme Court of Judicature of the Island of Newfoundland to hold plea of all Crimes and Misdemeanours committed and on all suits and complaints of a civil nature arising within such parts of the Coast of Labrador from the River St. John to Hudson's Streights as are re-annexed to the Government of Newfoundland;" and it was enacted "that it shall and may be lawful for the Governor of Newfoundland from time to time to institute Surrogate Courts in the said parts and places, with power and authority to proceed in and to hear and determine Civil Suits and Complaints, and in like manner as Surrogate Courts in Newfoundland."

Under the Commission issued on the 2nd January, 1826, by Governor Sir Thomas John Cochrane, the Honourable William Paterson, R. N., C. B., was appointed Judge of the Court of Civil Jurisdiction for the Coast of Labrador "from the entrance of Hudson's Streights to a line to be drawn due North and South from Anse Sablon on the said coast to the fifty-second degree of north latitude and all the islands adjacent to the said Coast of Labrador." This Commission was duly issued under 5 Geo. IV., cap. 67, passed by the British Parliament 17th June, 1824, Judge Paterson had a fully constituted Court, with a Sheriff, William Dickson, and a Clerk, James Blaikie. The proceedings of this Court from 1826 to 1833 are of much interest and importance. Judge Paterson went first to Indian Harbour, then the most northerly fishing establishment of Newfoundland, and as there were no cases there the Court proceeded "to a place called Rigolet, about fifty miles up

Esquimaux Bay (Hamilton Inlet), which is by the Indians and residents there known by the name of Ivucktoke.”

The Governor's Proclamation instituting the Court of Labrador was thus first read by Judge Paterson at Rigolet, Esquimaux Bay, on the 30th August, 1826. It appointed sittings of the Court at the following places : At Ivucktoke (Rigolet) ; Huntington Harbour ; Venison Island ; Cape St. Francis ; Cape Charles Harbour ; Chateaux Bay ; L'anse au Loup. Two cases came before the Judge at at Rigolet, one at Cuff Harbour, and one at Tub's Harbour. The point of greatest interest in the sittings of the Court is that the second case that came before the Judge was as to a dispute with respect to Salmon fishing on “the Kinnumas Brook.” It is only by following the case through the records up to first August, 1828, that it becomes clear from the spelling of the name then as “Kinnamish,” that it is the river “Kennemichic” of the present charts that is meant. There is an entry in the Proceedings of this Labrador Court for 1828, as follows : “On Friday evening the 19th July, arrived at Rigolet for Kinnamish ; Tuesday 22nd, at Kinnamish, when the Court viewed the Salmon Brooks in dispute between J. O. Bennett & Co. and J. Bird. Thursday, the 24th July, arrived at North West Brook ; Sunday, the 27th, left N.W. Brook for Rigolet. Tuesday, 28th, arrived at Rigolet.” This establishes the fact that Newfoundland exercised in actual practice the full and unquestioned jurisdiction of a Circuit Court over the rivers opening into the Hamilton Inlet as far back as 1826.

Again, on the 25th August, 1829, Judge Paterson proceeded to “Kinnamish” to hold a Court ; the usual Proclamation was posted up, but there being no cases the Judge then proceeded to “North West Water,” which is opposite Kennemichic and there being no cases at that place also, the Judge returned to Rigolet.

A Court of Sessions also was established for Labrador in 1826, the Justices being Judge Paterson and Mr. George Simms. They granted Licenses “for the retail of Malt, Wine and Spirituous Liquors,” for example, to Mr. Furgeon at Rigolet, 21st August, 1827. One was next day granted at Mullin's Cove. The sum collected for these Licenses in 1827 was £37 16s., on which the Court received 10 per cent. They also collected the 6d. deducted a month from the wages of fishermen employed in the Labrador fishery, for Greenwich Hospital.

The records of this Court are continuous up to the end of the fishing season of 1833, when it appears to have been interrupted—a circumstance that will not excite much surprise, inasmuch as the Court found very little to do. On its last circuit it visited the following stations, at each of which in succession the following entry was made of “No business before the Court,” viz. :—

Blanc Sablon.....	July 27
Forteau ...	“ 29
L'anse à Loup ...	“ 29
Henley Harbour (Chateau Bay).....	“ 31
Camp Island	August 5

Battle Harbour	August 6
St. Francis Harbour	" 8
Venison Island.....	" 17
Batteaux.....	" 24
Indian Tickle	" 27
Grandy Harbour	" 29

One cannot but feel sorry for a Judge and full Court on such a circuit. It was not until they reached Dumplin Island, and till after they had remained there several days, that some trivial case came before the Court. The cases were chiefly connected with (1) Small claims on running accounts; (2) Disputes as to "fishing-rooms," which were leased, sold and transferred as real property, on the title of occupation. A "fishing-room" was, it appears, marked by a cross stick to preserve it for next year; but encroachments and disputes of a mild nature sometimes arose. (3) Complaints as to the dieting of fishermen. One case of manslaughter was committed to St. John's for trial, where the accused was tried and sentenced to "Ten days' confinement."

But though the work of the Labrador Court was so light, yet that it was not free from danger was shown by the fact that the mate and three seamen of the Judge's vessel *Belinda* were drowned near the Seal Islands in 1832.

67. After 1833, the year in which the first House of Assembly was opened, the Labrador Circuit Court seems to have been discontinued for many years. In 1840 Mr. Elias Rendell was appointed collector of Her Majesty's customs for Labrador, and "also to collect information for the use of the Legislature." He sailed on his "perilous voyage" from St. John's as far as Esquimaux Bay. All the merchants paid customs dues under protest, with the exception of the Messrs. Slade, who gave a direct refusal. They all declared that they would not pay next year, unless a court of justice were established. On that point Mr. Rendell points out that disputes will arise, and there is no one to settle them, "but beyond this the commission of crime is not infrequent, and that, too, of the blackest dye. A man is going at large there this moment who murdered his wife last winter; and during last summer two attempts at murder were made." Complaints were also made as to extensive sales of bad and cheap spirits by Nova Scotians and Americans.

Although merchants declared to Mr. Rendell that they would not pay dues unless a Labrador Court was established, no permanent arrangement seems to have been made for administering justice, for on the 15th March, 1854, the Governor in a message to the House said: - "In the latter part of the year 1852 reliable information reached the Admiral Commander-in-Chief on this station, as well as the Governor of the Colony, that parties possessing fishing privileges on the coast of Newfoundland and Labrador contemplated to disregard the laws in existence, or hereafter to be passed by the Colonial Legislature for regulating the mode of conducting the fisheries, provided such laws interfered with the mode usually in practice."

68. The special attention of Government was called to Labrador by a petition, dated Hopedale, 1st July, 1855, which was signed by all the members of the Labrador Moravian Missionaries, and sent through the London Secretary to the Colonial Office, to be forwarded to the Governor of Newfoundland: "To beg your Excellency most humbly to protect the poor Esquimaux on the coast of Labrador against selling or handing in to them rum or other spirits." The Governor replied to the Secretary of State that he could give no precise information on the subject, and added, "That the introduction and sale of spirits takes place upon that coast to a considerable extent there can be no question; but even if its sale were contrary to law, the law would, unfortunately, be a dead letter, since, although the coast is included in the jurisdiction of the Government of Newfoundland, it is not, and has not for some years past, been under the operation of any organization for purposes either of revenue, police, or administration of justice. This state of things has not failed to receive the consideration of the local Government, and I trust that before the conclusion of the year some steps will be adopted with a view to its improvement."

The visits of even a revenue officer would thus seem to have been discontinued, for a proclamation was issued by Governor Darling on the 12th June, 1856, intimating the intention of the Government to protect the fisheries of Labrador from encroachment, and to collect customs dues on the Labrador coast. Mr. Prendergast was appointed collector for Labrador that year.

Nothing appears, however, to have been really done to re-establish a Labrador court till the Government took into consideration the "Act to provide for the Collection of the Revenue and for the better Administration of Justice at the Labrador." (1863.)

In June, 1862, the Governor informed the Secretary of State that it was the intention of the Government "to establish a Court of Limited Civil and Criminal Jurisdiction on that part of the coast of Labrador which forms a dependency of Newfoundland, and to impose the same duties as are levied under the annual Revenue Acts here. Such a court was in existence five and twenty years ago; it was an expensive one, and fell to the ground in consequence of influences made use of in the House of Assembly."

The cost of the Court pronounced to be too expensive was, it appears:—

The Judge	.....	.....	£700	stg.	a year.
His Clerk	.....	.....	200	"	"
The Sheriff	.....	.....	150	"	"
Two Constables (supposed)	.....	.....	30	"	"
			<u>1,080</u>		
			£1,080		

But table-money was allowed to the Judge, Sheriff and Clerk; and a sergeant and five soldiers accompanied the Court. If the character of the ship is included, with all other contingent expenses, the total cost in round figures must have been about £1,500 a year.

It will be noticed that, writing in June, 1862, the Governor said somewhat vaguely that there was a Labrador Court "five and twenty years ago." The records of the Court stop with October, 1833.

Strong representations were made to the Imperial Government by English merchants in 1863 against the institution of this court and the collection of customs dues, the result of which was that the law officers gave an opinion that the Legislature of Newfoundland "is competent to pass laws binding on the Labrador coast." The Act was accordingly allowed, and a judge and a collector went on duty on the Labrador coast in 1863.

During the fishing season of that year, M. J. Winter collected revenue in twenty harbours, from Anse Sablon to Sandwich Bay. Mr. Benjamin Sweetland, as Judge of the Court of Labrador, travelled in the same vessel as the collector, and held court wherever any case could be found. This later court was evidently meant to be an inexpensive one, for section 3, of chapter 57 of the Consolidated Statutes provides that the salary of the Judge shall not exceed \$1,150. In his Report on the season's work, the Judge states :

"We had before the Court six persons concerned in breaches of the peace, two persons for breach of the 8th and 10th sections 26th Victoria, Cap 1, two trespass cases involving right of fishery, one inquest, one nuisance, ten cases of accident, one reference.

This was an extremely small list of cases, especially in a country that it appears had not been visited by a judge for many years. The judge was probably right in saying, "Like most Circuit Courts, the moral effect is greater than the amount of business done." Manifestly the few cases that were found were all trivial. It thus becomes pretty clear that the Newfoundland Government must have considered that the amount of crime actually committed on the Labrador Coast, and the evil causes that arose, did not justify the expense of maintaining a Court there. The judge says in 1863: "I would not estimate the resident population on the whole coast to be over 700 or 800." He does not state what was the temporary population, but it must have been considerable as he found at Blanc Sablon alone ten vessels from Jersey, and eight from Nova Scotia. It is clear that for the last four score of years the absence of crime or of serious disputes on the Coast of Labrador is very remarkable. The Judge reported "far less drunkenness and fewer assaults than usually occur in places reported to be very quiet; it was probable this was owing to an absence of idleness." It is true that people are too busy on the coast to lose time in disputes during the fishing season; but it is also true that the present population, both permanent and temporary, is temperate and not quarrelsome.

The Labrador Court was continued up to 1873, the last Circuit made by Judge Pinsent, who then retired on pension. An acting judge did the Circuit of the Court in 1874. In 1875 a salary of \$924 was provided for the Labrador Judge, but it does not appear that a judge was appointed, and then the vote dropped out of

the budget. The fact would seem to be that the Court was not really required. Judge Pinsent on his last Circuit had before him the following cases :

- 5 of Debt.
- 2 of Securities of the Peace.
- 1 of Injuring Nets.
- 1 of Title to Land.
- 1 of Larceny.

The acting judge reported of his Circuit of 1874 : " The legal cases brought before me during the Circuit were four ; for debt and damages one ; trespass, two ; assault and battery, one ; one bastardy and one larceny. ' At present, justice is administered by the issue of Commissions of the Peace to about half a dozen gentlemen connected with Labrador, one of whom is a permanent resident, James Fraser, Esq., of Rigolet. The others, like Dr. Grenfell, are temporarily on the Coast at intervals. When any serious case occurs, a special inquiry is made by a magistrate sent from Newfoundland for that purpose. But this is very seldom required. The last capital case from Labrador seems to have been that of an aboriginal, Ephriam Taktos, for the murder at Nain, in 1880, of one Philipus.

All this shows that the administration of Justice in Labrador is easy, perhaps without any precedent in any other country. The contrast in conduct between the present generation of Labrador fishermen and " the banditti crews " that frequented that coast in the days of Governors Byron and Shuldham is perhaps one of the most striking that could be made in the annals of justice. It may, perhaps, be ascribed to two causes : the phenomonally law-abiding character of the present generation of fishermen of Labrador ; and the presence there in former days of " irregular crews."

63. A considerable number of Astronomical Observations were made to determine Geographical positions. These cannot yet be finally calculated, for the reason that the Canadian positions are undergoing a revision which is not yet complete. Observations for variation of the compass ; of Magnetic Force, &c., are also under examination.

A tolerably complete collection was made of the Botany of the Chidley Peninsula, and this has reached Kew in good condition.

The examination of the Geological specimens collected during this visit had not yet been completed.

WM. MACGREGOR,
Governor.

5th February, 1906.

APPENDICES

APPENDICES.

APPENDICES.

APPENDIX A.

When all the natives then resident at Nain had assembled in the Prayer-hall, the Governor, through the medium of the interpretation of Bishop Martin, addressed them to the following purport —

INNUIT. — It has given me very great and sincere pleasure to visit you in Labrador, and to make the acquaintance of your missionaries, more especially of your good and faithful Bishop, who has given to you so many years of unselfish and devoted service.

On the one hand, I am sorry that so few of you are at this moment at Nain, because I should very much have liked to see all your people together ; but, on the other hand, I cannot but be glad that so many are absent, because I know that they are busily occupied in work that has to be performed at this time of the year in order to make suitable provision for themselves and for those dependent on them during the winter. The absence of so many of your people from home at this time of the year I regard as a proof of your industrious and provident habits, and that is to me a greater pleasure than it would even have been to see the entire community present here now.

As this is the first time that the Governor of the Colony to which you belong has come to see you, it is natural that you should wish to hear from me who I am, and why I am here. Well, you must know that the great Chief of Chiefs, King Edward VII., who is your King and mine, rules over very many different peoples and races, in many different and widely separated parts of the world. He is, in fact, the King and Chief of nearly one-fourth part of all the men and women on the earth. You will understand that King Edward cannot possibly visit all his different peoples and countries himself in person, and that is why he chooses certain men to go in his name to his different lands to represent him and to act for him. These men are called Governors, and they are ordered by the King to do everything they can for the welfare of the people they are sent to, and they have to report to the King all that they do in his name, and they have to tell the King of all that concerns his people, for he cares for and thinks of them all. And so the King thought it good to send me as his servant and Governor to Newfoundland and Labrador. Before I had been very long in Newfoundland I found that the King's Governor had never come to visit his people, the Innuits of Labrador. So I asked that I might be told whether it would be good that I should come to you, the Innuits. The answer I got was: "Yes, it is right and proper that you go to Labrador."

Now, therefore, I have come as the servant of King Edward VII., and I have brought with me also the Hon'ble Captain Eli Dawe. He is the Chief that looks after the fisheries of the Colony for its Government. This is, I am told, the first time that one of the King's Chiefs, called by us Ministers, has ever come to visit Labrador. I am sure you will be very pleased to see Captain Dawe here, for he is always thinking out what he can do for those people that occupy themselves in fishing. I am also accompanied by Dr. Grenfell, whose acts of mercy and help to your people are so well known to you all, that his presence alone would suffice to shew you that we come to you as your friends.

Although I am a stranger to you, I have been among people like you for nearly thirty-three years as a servant of the King, and I therefore know well how folk like you live. I know you require teachers, and also what sort of teachers you need to secure your welfare. I wished very much to see with my own eyes the kind of work that has been done, and is now being done, among you by the Moravian Missionaries, because I had not previously met them at work in any country. All this I wished to see as the servant of the King, that I might be able to tell him truly all about you and your country. Now I have met many of you at Killinek, Hebron, Okak, Hopedale and Nain, and I have seen the work of the missionaries that live among you. That work is a great one, as good as it could be. Here, and at all the other stations, you live in peace, in tolerable comfort, you do not die of hunger and neglect, you suffer no wrong from strangers or from any quarter, and your rights are preserved. You who are now living are so accustomed to all this that it is not easy for you to see exactly all that the missionaries have done for you. It is to them that you owe these advantages. But some of your people in the north could still tell you of the many miseries your forefathers had to endure, many of which are really unknown to you. I have already seen that you Innuits dearly love your own land, that you think of it as your own country, as the place where your fathers have lived and died, as the land of the children of your children. All good people love their own land, and they love it not the less if they and their land are poor. I want you to know that these missionaries also love their land, their homes, and their families and friends. And you should know that they could live in much greater ease and comfort in their own country than they do here. Also, if they wished to earn money, they could get very much more of that if they worked at home. In Labrador they cannot obtain the many nice things they would have at home every day, and here they can obtain no money for themselves. Why, then, do these missionaries leave their own homes, and their own families, to come to Labrador? I will tell you. It is because they think and know that in the sight of God each one of you Innuits is as precious as their own loved ones at home. They came here to do the work of God for you, the work of Him that is your God as well as our God. I am telling you all this that you may better understand all that you Innuits owe to the Moravian Mission. You should listen to all that they tell you, give heed to what they say, and you should in all things act on their advice. Take my words as true, that the missionaries have always been, that they are now, and will always be, your best and truest friends.

Now I should tell you I have been very agreeably surprised and much pleased

to see how well off and comfortable you all appear to be. All the Innuits I have seen are well clothed; and all are evidently well provided with food. I have heard with much gladness, and with thankfulness to the Missionaries, that all the grown-up Innuits at the old Stations can read, and that very nearly all can write as well. Indeed I have been very much pleased all round with what I have noticed, and you will see that I have gone about with my eyes wide open when I tell you of some of the many things you have yet to learn and do. It is true you have done much, made wonderful progress. This shews me that, if there is still much to do, you are fit to do it. Now one thing troubles me sorely. I have seen that your land is very large; it is a great country, and it would take many weeks to travel over it. But your people are very few, and it vexes my mind to hear that the number of Innuits does not increase, but on the contrary becomes less and less, and the land more and more empty. And yet you have many children born to you. What is so sad is this, that so very many of your children die. It would indeed be very pitiful to see your race become still smaller. Already you are truly but few compared to the size of your land. I now wish to urge on you very strongly to give good heed to the advice you receive in all matters from Dr. Hutton of Okak, of your own Mission, and from Dr. Grenfell. One thing they and the Missionaries will tell you of is this: your houses need improving. Of course your houses are better than those your fathers had; but that is not enough, and you require to make them still better. In order that houses may be healthy to those that live in them the houses must be kept quite dry and clean inside, and the ground about them must also be kept clean. No dirt of any kind should be allowed to remain in the houses you live in. It would help very much to keep your children alive if you would improve your houses.

Now, remember, when any one of your families gets sick, you should go at once to the missionary or doctor, and tell him. And always get a doctor to see the sick as soon as you can, and see that his orders are well carried out. If you will attend to these things your people will no longer decrease.

I have looked at the way in which you trade with the missionaries. The way it is carried on seems to me to be fair and just. It is true that in these matters the Mission treats you well and kindly. They take more thought of you, and of the evil days that may come upon you, than you do yourselves. I find that at every Station the Mission comes to your aid in times of want and trouble. If you are poor and hungry, they will not suffer any of you to die of want. But if you are strong and able to work for yourselves, then you should and must work, for then it would not be right of you to look to the Mission for food and clothes and fuel. Now, I should tell you that I am very glad of this one other thing: that the quantity of fish and fur and other articles that you procure and sell to the Mission is always increasing. This shews that you are becoming more industrious, that you work more and harder than formerly. This is good, and you can still greatly increase the quantities you prepare for sale to the Mission, and in this way make your wives and children more comfortable and more healthy. This sad question, that your race is getting smaller in number, is the one thing that troubles me greatly. I bid you to not forget what I have said to you about it.

Now, I have only two small Stations yet to visit. When that is done then I shall be able to tell King Edward all about you, as one of his peoples, and about your country. I am sure your King will be pleased and surprised to know that you can all read, that you are well fed and clothed, that you are peaceful; that you live quiet, contented, and happy lives in your own land, under the care and teaching of such good missionaries, who were first sent by the fathers of your King to your fathers.

It is true that this is the first time the King's Governor has come to visit you, and the first time that one of his Ministers has come here, but you may be sure it will not be the last. They, as the King's servants, will return to Labrador. And now have this in your mind, that King Edward, your King and Great Chief, will not forget his people the Innuits.

APPENDIX B.

Upwards of a hundred of the natives of Hopedale assembled in the little church at Double Island (Uvituktok), soon after 6 a.m. on Sunday the 27th August, when, the native service being over, the Governor briefly addressed them, nearly as follows, through the interpretation of a half-breed named John Winters:—

MEN AND WOMEN OF HOPEDALE,—

I have come from Newfoundland as the King's Governor to visit you and your people in Labrador. I have been to all the stations north of this except Nachvak, and as I found you were all here at the fishing, I have come to this place to visit you. I have been much surprised to find that all your people live such good lives as they do. I did not expect to find you so advanced as you are, and I have wondered at all you have done under the teaching of the Moravian Missionaries. But I am more delighted by my visit to this place than to any other. I shall tell you why. I have come on Sunday morning, and you did not know that I was to be here at all. Nothing was thus put in order for my visit, and I have been able to see how you spend the Sabbath in your ordinary life. Now, I find you all at perfect rest, and, although the day is remarkably fine for fishing and working, no one in this harbour is at work on this day. I was born in a country, and I have just come from a colony, where the Sabbath is very strictly kept by every person. In many countries it is not so. You will, therefore, know how glad I am to come in here when not expected, and to find you all keeping the Sabbath as if you were of my own people in my own land. Here I see you completely away from the control and example of the missionaries, yet observing this day as if you were directly under the eye and influence of your teachers. I had not expected that I should ever sit in a church built by the Innuits alone, and be present at a service

conducted by one of themselves. It is a great thing to find that when you leave home you take your religion with you. That speaks well, both for the missionaries and for you. The fact that you have built this substantial little church also shows me that you are in earnest in being Christians, and it proves the good results of the mission teaching. Perhaps there are not many places where a church would have been built as this has been, for I am told you are here for only a very few weeks each year. You have done well in building this church, and you do well in keeping the Sabbath. You will feel you do in this your duty to God and to yourselves, and you will do better work during the week than you would do if you did not rest on and keep the Sabbath.

There are no missionaries here now, and I tell you freely and frankly what I think of them and their work among you. I see clearly that they are to you very good and very faithful friends. You should know that they leave all they love behind them in their own country, and they come here to work among you for the love they bear to God. That they regard as a duty to God, and to that they attach more value than to getting money. In their own country they could earn much. Dr. Grenfell, who is here, could do the same. It is to please God that these missionaries remain among you, to do for you, for His sake, all that is possible. They know that in God's sight we are all alike, whatever may be our country or our colour. If there had been no missionaries in Labrador neither this church nor you would be here today; and you would have had no Sabbath, and perhaps even there might have been hardly any of your race alive. I have seen that when you are in trouble, they come to your help. You should love and listen to these mission men and women and do what they tell you.

I see around this harbour proofs that you have been working hard and busily. This makes me glad. It is right that you should work to provide for yourselves and families, and that you should have to obtain assistance from the Mission only in case of sickness, old age, or accident.

Though very glad to find the Innuits such a good, quiet, industrious, Christian people, I am troubled to see that you are so few, and that you do not fill up the land, which is rather becoming empty. I have spoken to your people at Nain and at the other Stations, and have asked them to relate to you all my words, for I wish greatly that by building better houses, looking after the sick, and making your women and children more easy and comfortable, you may be able to bring up more children to fill the land, and to look after you, to help you, when you are old.

Now you will not forget that I have come here only as the servant of our Great Chief, who is your King, and who has sent me here that I may tell him all about you and your country, and what you have done, as well as what you should be careful of in future. My last words to you are to listen to the missionaries in all things, and to do what your own doctor at Okak, and Dr. Grenfell, tell you to do.

The Hon. Capt. Eli Dawe then addressed the people: "It gives me very

great pleasure to be here to-day and to meet the Inuit of Labrador, and as a member of the Government to accompany His Excellency the Governor on his visit to see you. I have no doubt that the Governor's visit will result in much good to the people of Labrador. We have visited all the Coast of Labrador and seen all your Stations and have been very much pleased with all we saw. I would like you to understand that it is no easy matter for the Governor to come and see you, but he came at great inconvenience to himself; yet I am sure no one can do more for your benefit than he can. He has seen your houses and noted your requirements. He has shown you he is as interested in the people of Labrador as he is in the people of Newfoundland. It is most pleasing to me to find you observe the Sabbath as you do, and to meet you here so early for worship.

As for myself I can assure you I shall be only too glad to do all in my power to help you in any way I can. So I hope His Excellency's visit and the words he has spoken to you will not be forgotten by you, while on the other hand you will know now that you are not forgotten by the King, who is your king, or by the King's Government in Newfoundland. I now say farewell to you."

Zechariah, the chief Eskimo, then asked the Governor's permission to say a few words. He spoke in Eskimo, and John Winters again interpreted. He said:

"All the Inuit know how much they have to be grateful to the missionary for. They cannot show this in their faces, but they can show it in their hearts. They are grateful because they have been told the Gospel and to worship God in the heart. They are glad to know that Jesus Christ died to save them all from sin. They are very glad to see all the people of the Coast of Labrador are brothers and sisters to the Eskimo. They are very thankful in the name of the Lord to know that all can be brought safely and taught by the Lord. They are very happy to know that now the Newfoundland people are better friends to the Eskimo than they were in old times, and they will be helped by the words of the Government and by the words of the King. They can only now say thanks in words to the Government and to their King."

Another aged and leading Eskimo, named Manasseh, now asked to be allowed to say a few words before closing. He said that the Eskimo were very sorry that sometimes after a bad fishery they were in need of help in winter to the body, as well as the soul. He himself had been very glad of help in the winter. He had bread all that he needed. He was very grateful. He did not wish to put aside the needs of the soul, the soul had many needs. But the Eskimo had fear of the winter when the catch in summer was only poor. He wanted to thank all for their words, and to say that he is glad that they will not be forgotten by the Minister or the Governor. He wanted to send the love of the Eskimo to all as far as the Governor should go, and to say that he hoped one day all the peoples would meet in heaven. The Eskimo here could not thank Dr. Grenfell enough. He had brought boards for them to begin their church, and now they had built this church they had felt how very good it was to them to have it

The whole congregation then rose and spontaneously broke into singing "God

Save the King." Ambrose, the Eskimo organist, accompanying. Not only did they sing it heartily and well, but knew all the words of the verses, which they sang right through to the end.

APPENDIX B. 2.

AT THE COURT AT ST. JAMES,

The 3rd day of May, 1769.

Whereas there was this day read at the Board a Report from the Right Honourable the Lords of the Committee of Council for Plantation affairs ; dated the 20th of last month in the words following, viz. :

“ Your Majesty having been pleased by your Order in Council of the 20th of February last to refer unto this Committee a Representation from the Lords Commissioners for Trade and Plantations setting forth that they have had under their consideration a memorial presented by the Earl of Hillsborough, one of Your Majesty's Principal Secretaries of State on behalf of the Society of Unitas Fratrum, stating that the said Society are desirous of prosecuting their intention of establishing a Mission on the Western Coast of Labrador for the purpose of civilizing and instructing the savages called Esquimaux, inhabiting that Coast ; in which undertaking the memorialists represent that they have already taken some steps in consequence of encouragement received from the Board in 1765 ; but that there is a necessity of having permission to occupy such a quantity of land on that Continent as may induce the Esquimaux to settle around the Missionaries ; that for this purpose they have pitched upon Esquimaux Bay, and praying for a grant on that spot of one hundred thousand acres of land, or about twelve miles square, with liberty in common of other British subjects of fishing and trading on that Coast. Submitting at the same time the expediency of the Government erecting a block-house near the said intended settlement to protect the Esquimaux and their Missionaries from violences and encroachments of any disorderly people who might happen to come into the Bay.

Whereupon the said Lords Commissioners represent that in the year 1765 the Society above mentioned, with the approbation of the Government, deputed four of their brethren to explore the Coast of Labrador, with a view to propagate the Gospel among the savage inhabitants. Those persons, though unavoidably prevented from completing their design in the full extent, did however, by the assistance and under the direction of Mr. Palliser, your Majesty's Governor in Newfoundland, make some progress in the laudable work of their Mission, by establishing an intercourse and concluding a treaty with those savages. Whereupon in the year following, upon the favourable report made to your Majesty's said Governor,

touching the conduct and behaviour of their Missionaries, and in consequence of a petition of the said Society, the Board of Trade did in an humble representation to your Majesty, dated March 27th, 1766, submit whether it might not be advisable to allow this Society to occupy such a district of land, not exceeding one hundred thousand acres, upon the Coast of Labrador as they should think best situated for the purposes of their Mission, from the opinion of their predecessors in office they see no reason to dissent, and as they do in like manner with them think it advisable to encourage and promote a settlement of this sort, as well from the pious and laudable object of its institution, as from the public and commercial advantage to be derived from it; they beg leave to humbly recommend to your Majesty that the Society, or any person deputed by the Society for that purpose, may be allowed by an Order of your Majesty in Council to occupy and possess, during your Majesty's pleasure, one hundred thousand acres of land in Esquimaux Bay, on the Coast of Labrador, as they shall find most suitable to their purpose: and that your Majesty's Governor of Newfoundland may be directed by the same Order to give them all reasonable assistance and support in forming such establishment, and by a proclamation to be published in your Majesty's name signifying that this establishment is formed under your Majesty's express authority and direction, to warn all persons from molesting and disturbing the said settlers; and in case it shall appear to him to be necessary for their welfare and security that one or more of the principal Missionaries should be vested with the authority of Justice of the Peace, that he should in that case issue the proper commission for that purpose, conformable to the powers delegated to him by your Majesty's commission under the Great Seal. With respect to the matter of erecting a block-house near the said intended settlement, for the defence of the Esquimaux and the Missionaries, and for the general protection of British trade and fishery, they do not think themselves justified in advising your Majesty to comply with a request that may probably be attended with considerable public expense, and for which there does not appear to be any immediate necessity; but as they think it highly proper that reasonable and necessary measures should be taken for the security of those who shall establish themselves on this savage and uncivilized coast, they would humbly recommend your Majesty to direct that the persons who shall engage in this settlement shall be furnished, out of your Majesty's stores, with fifty muskets and a proportional quantity of ammunition, which they consider may be sufficient for their personal security and defence.

The Lords of Committee, in obedience to your Majesty's said Order, this day took into their consideration the said representation, and do humbly report to your Majesty that they agree in opinion with what is above proposed by the Lords Commissioners for Trade and Plantations.

APPENDIX C.

ORDER FOR ESTABLISHING COMMUNICATION AND TRADE WITH THE ESQUIMAUX SAVAGES ON THE COAST OF LABRADOR.

By His Excellency HUGH PALLISER, &c., &c.

Whereas many and great advantages would arise to His Majesty by establishing a friendly intercourse with the Indians on the Coast of Labrador, and as all attempts hitherto made for that purpose have proved ineffectual, especially with the Esquimaux in the northern parts without the Straits of Belle Isle, owing in a great measure to the imprudent, treacherous or cruel conduct of some people who have resorted to that Coast, by plundering and killing several of them, from which they have entertained an opinion of our dispositions and intentions being the same towards them as theirs is towards us, that is to circumvent and kill them. And whereas such wicked practices is most contrary to His Majesty's sentiments of humanity, to his endeavours to induce them to trade with his subjects in conformity to these His Majesty's sentiments and commands. I hereby strictly forbid such wicked practices for the future and declare that all such as are found offending herein shall be punished with the utmost severity of the law.

And whereas I am endeavouring to establish a friendly communication between His Majesty's subjects and the said natives on the Coast of Labrador, and to remove those prejudices that have hitherto proved obstacles to it, I have invited Interpreters and Missioners to go amongst them to instruct them in the principles of religion, to improve their minds, and remove their prejudices against us. I hereby strictly enjoin and require all His Majesty's subjects who meet with any of the said Indians to treat them in a most civil and friendly manner and in all their dealings with them not to take any effects from them without satisfying them for the same, not to impose on their ignorance or necessities, not to foment or encourage quarrels, discord or animosities amongst them.

And above all things not to supply them with strong liquor, which at present the Northern Esquimaux have an aversion to, but by all fair, just and gentle means, to encourage and invite them to come with their commodities to trade with His Majesty's subjects and to be particularly kind to such of them as may produce copy of this, which is to serve as a certificate of His Majesty having taken them under his protection. And that I have in His Majesty's name assured them that they may safely trade with all his subjects, without danger of being hurt or ill-treated. And I hereby require and direct all His Majesty's subjects to pay the strictest regard thereto, at the same time recommend it to both parties to act with the utmost caution for their own security, till by frequent communication perfect confidence may be established between them.

Given under my Hand, 8th April, 1765.

HUGH PALLISER.

By command His Excellency,

J. HORSNAILL.

APPENDIX D.

BY HIS EXCELLENCY HUGH PALLISER, &c.

Whereas the Society of the United Fratrum, under the protection of His Majesty, have, from a pious zeal for promoting the knowledge of the true God and of the religion of our beloved Lord the Saviour, Jesus Christ, amongst the Heathens, formed a resolution of establishing a Mission of their Brethren upon the Coast of Labrador; for that purpose have appointed John Hill, Christian Drachart, Jens Haven and Christian Schlozer to effect this pious purpose; and whereas the Lords Commissioners of the Admiralty and the Lords Commissioners of Trade and Plantations have signified to me their entire approbation of an undertaking so commendable in itself and that promises so great benefit to the publick: These are, therefore, to certify all persons whom it may concern that the said John Hill, Christian Drachart, Jens Haven, and Christian Schlozer, are under His Majesty's protection, and all officers Civil and Military, and all others His Majesty's subjects within my Government, are hereby strictly charged and required not to give any interruption or hindrance to the said John Hill Drachart, Jens Haven, and Christian Schlozer, but to afford them every aid and friendly assistance for the success of their pious undertaking for the benefit of mankind in general and of His Majesty's subjects in particular.

Given under my Hand and Seal, 30th April, 1765.

HUGH PALLISER.

By Command of His Excellency,

WM. HORSNAILL.

APPENDIX E.

By His Excellency MOLINEUX SHULDHAM, ESQUIRE, *Governor and Commander-in-Chief, &c.*

Whereas I am informed that the Esquimaux savages inhabiting that part of the coast of Labrador where the Unitas Fratrum and its Society have formed a settlement for the furtherance of the Gospel among the heathen, have lately strolled from the said settlement to the southward, and with a view of trading with the shipping which touch upon that coast. And whereas many barbarous murders have been committed on both sides by the English upon the savages and the sav-

ages upon the English, occasioned by disputes and misunderstandings in bartering their traffick ; for the putting a stop thereto for the future I do hereby desire and require the said Unitas Fratrum to use every fair and gentle means in their power to prevent the said Esquimaux savages from going to the southward, without first obtaining their permission in writing for so doing, and till such times as other settlements shall be formed and extended down along the coast.

Given under my hand, this 4th May. 1772.

M. SHULDHAM.

By His Excellency's command.

EDWARD BRAGGE.

APPENDIX F.

By His Excellency MOLINEUX SHULDHAM, Esq., *Governor and Commander-in-Chief.*

A PROCLAMATION.

Whereas His Majesty in Council has been pleased to grant unto the Unitas Fratrum and its Society, for the furtherance of the Gospel among the heathen, a parcel of land on the coast of Labrador, for the establishment of a mission among the Esquimaux savages ; and whereas it has pleased His Majesty in Council to permit and allow the Missionaries of the said Unitas Fratrum to extend their said settlements to the southward and northward of their present location and occupy and possess during His Majesty's pleasure such tracts of land as may be found necessary for the purposes of the undertaking ; provided such tracts shall not exceed one hundred thousand acres to the southward of Naine, and one hundred thousand acres to the northward of Naine, and that the spots so to be chosen by the said Missionaries for their settlements be such as may in no respects interrupt any of the fisheries carried on upon the said coast of Labrador. Therefore, be it known unto all men that their said settlements are under His Majesty's immediate protection, and I do hereby strictly enjoin all His Majesty's subjects to live in amity and brotherly love with the said settlers and the native savages inhabiting that country, in no wise whatsoever molesting or disturbing the said mission or those who shall settle with them ; and I do require that all His Majesty's subjects who shall come upon the coast of Labrador do act toward the Esquimaux Indians agreeable to the Proclamation signed at St. John's, the 24th June, 1772, respecting the savages inhabiting the aforesaid island and coast.

Given under my hand, at London, 17th March, 1774.

M. SHULDHAM.

By His Excellency's command,

EDWARD BRAGGS.

APPENDIX G.

And whereas the Right Honourables the Lords Commissioners of the Admiralty have been pleased to signify to me that the Earl of Rochford, one of His Majesty's Principal Secretaries of State hath acquainted them by his letter of the 16th June last, that a Bill hath been under the consideration of and has passed both Houses of Parliament, by which the Coast of Labrador (made part of the Government of Newfoundland by the Royal Proclamation of the 7th October, 1763) is re-annexed to the Government of Quebec, in consequence of which Regulation, when the Act shall have passed, all authority on that Coast given to me in my capacity as Governor will cease; but that it is His Majesty's pleasure that I do, as Commander of the Ships employed for the Protection of the Fisheries, superintend those on the Labrador Coast as well as those of Newfoundland. And that I do in a particular manner give all possible encouragement and protection as well to the Seal and Sea Cow Fisheries, as to the Cod Fisheries carried on by the King's subjects from Great Britain on such parts of the Coast as are not claimed as private property under regular Canadian titles; and that I do also countenance and protect as much as in me lies, the Establishments formed under the King's Authority by the Society of the Unitas Fratrum to the westward of the Straits of Belle Isle. You are hereby required and directed to take particular care that His Majesty's Pleasure in regard to the several particulars aforementioned be strictly complied with as far as is dependent on you as Commander of York Fort.

3rd August, 1774.

M. SHULDHAM,
Governor.

APPENDIX H.

ORDER AGAINST FIRING THE WOODS ON THE COAST OF LABRADOR.
By His Excellency HUGH PALLISER, &c., &c.

WHEREAS the woods are frequently set on fire upon this coast by the crews of whaling vessels from the plantation, and the same is an offence against the Statute of the 10th and 11th of William III., and is equally prejudicial to the public whether done wilfully, maliciously or negligently. Notice is hereby given that if any persons, by any ways or means whatever, shall set on fire any of the woods within my Government, they will be apprehended and sent to me at St. John's to be tried for such offence against the said Statute.

Given, &c., in Pitt's Harbour, Labrador, 23rd July, 1767.

HUGH PALLISER.

N.B.—Copies of this Order are put up along this Coast where whaling vessels resort.

N.B.—No fires must be made on the shore where there is a possibility of its communicating to the adjacent woods.

By order of His Excellency.

JAMES HORSNAILL.

APPENDIX I.

Table I.

Observations for Temperature at Hebron, at 8 a.m., for 1891, Cent. and Fah., taken by Mr. Hlowatscheck, Moravian Missionary.

THIS TABLE GIVES A COMPLETE VIEW OF THE DAY TO DAY VARIATIONS FOR A WHOLE YEAR.

Day of Month	January.		February.		March		April.		May.		June.		July.		August.		September		October.		November		December.	
	C.	F.	C.	F.	C.	F.	C.	F.	C.	F.	C.	F.	C.	F.	C.	F.	C.	F.	C.	F.	C.	F.	C.	F.
1	-26.0	-14.8	-30.0	-22.0	-24.1	-11.4	-19.2	-2.5	4.8	40.6	-0.4	31.3	3.6	38.5	3.4	38.1	14.4	57.9	-3.8	25.1	-10.4	13.3	-11.2	11.8
2	-15.1	4.9	-30.2	-22.3	-24.3	-11.7	-18.0	-0.4	3.8	38.8	1.9	35.4	12.2	53.9	4.2	39.5	7.4	45.3	-2.0	28.4	-1.8	28.7	-13.1	8.4
3	-12.3	9.9	-30.5	-22.9	-23.2	-9.7	-14.6	5.7	1.0	33.8	2.5	36.5	20.5	68.9	5.4	41.7	4.1	39.4	-4.0	24.8	-4.2	24.4	-15.9	3.4
4	-19.0	-2.2	-33.8	-28.9	-18.5	-1.3	-14.6	5.7	1.5	34.7	1.2	34.1	5.2	41.3	8.0	46.4	3.1	37.6	-4.6	23.7	-8.7	16.3	-6.5	20.3
5	-13.2	8.3	-31.8	-25.2	-20.5	-4.9	15.5	4.1	0.5	32.9	2.7	36.8	6.8	44.2	7.7	45.8	1.9	35.4	-2.5	27.5	-11.0	12.2	-8.8	16.1
6	-14.8	5.3	-28.4	-19.1	-8.9	15.9	-16.6	2.1	0.1	32.2	1.6	34.9	7.3	45.1	18.4	65.1	3.2	37.7	-2.0	28.4	-7.5	18.5	-1.3	29.6
7	-7.6	18.4	-30.3	-22.5	-0.3	31.4	-17.8	-0.4	-1.2	29.8	1.9	35.4	4.8	40.6	4.6	40.3	5.7	42.2	-0.4	31.3	-7.8	17.9	-12.3	9.8
8	-18.2	-0.7	-25.1	-13.2	-5.2	22.6	-14.2	6.4	-1.3	29.6	0.8	33.4	8.1	46.6	6.5	43.7	6.2	43.1	0.4	32.7	-3.3	26.0	-13.4	7.9
9	-22.2	-7.9	-28.0	-18.4	-11.0	12.2	-5.2	22.6	0.3	32.5	3.1	37.6	13.0	55.4	10.5	50.9	4.9	40.8	0.6	33.1	-3.4	25.9	-16.5	2.3
10	-14.3	6.2	-30.8	-23.4	-3.9	24.9	-14.6	5.7	2.6	36.7	2.9	37.2	10.2	50.3	7.9	46.2	6.7	44.0	1.9	35.4	-1.5	29.3	-16.0	3.2
11	-22.6	-8.6	-27.5	-17.5	-5.2	22.6	-2.7	27.1	-2.5	27.5	3.6	38.5	9.7	49.5	6.7	44.0	4.1	39.4	-0.5	31.1	0.4	32.7	-18.5	-1.3
12	-21.7	-7.0	-26.6	-15.9	-11.4	11.5	-6.7	19.9	-1.5	29.3	5.1	41.1	8.3	46.9	9.9	49.8	1.9	49.8	-0.5	31.1	0.3	32.5	-17.0	1.4
13	-6.4	20.4	-28.7	-19.7	-6.2	20.8	-7.1	19.2	-2.4	27.7	5.5	41.9	8.7	47.6	13.2	55.7	1.9	49.8	-4.5	23.9	-3.1	26.4	-19.8	-3.6
14	-21.9	-7.4	-29.9	-21.8	-9.1	15.6	-4.1	24.6	-4.1	24.6	5.0	41.0	10.4	50.7	7.9	46.2	2.4	36.3	-2.7	27.1	-6.1	17.4	-13.2	8.2
15	-22.9	-9.2	-24.5	-12.1	-7.8	17.9	-14.7	5.5	-4.6	23.7	4.4	39.9	8.7	47.6	12.0	53.6	1.3	34.3	6.5	43.7	-7.8	17.9	-10.6	12.9

16	-30.2	-22.4	-26.4	-15.5	-18.2	-0.7	-5.6	22.1	-5.8	21.5	3.4	38.1	10.2	50.3	16.0	60.8	5.5	41.9	-4.5	23.9	-11.3	11.6	-13.9	6.9
17	-34.9	-30.9	-29.2	-20.5	-18.8	-1.8	-6.2	20.8	-2.8	26.9	6.3	43.3	7.5	45.5	5.8	42.4	0.8	33.4	-5.3	22.4	-1.3	29.6	-21.0	-5.8
18	-29.5	-21.5	-25.4	-13.7	-12.9	8.8	-15.2	4.6	-0.1	31.8	5.3	41.5	9.1	48.4	8.2	46.7	1.2	34.1	0.5	32.9	-1.3	29.6	-11.5	11.3
19	-29.8	-21.6	-25.1	-13.2	-18.2	-0.7	-14.9	5.2	1.9	35.4	3.8	38.8	10.8	51.4	8.4	47.1	1.5	34.7	-1.1	30.0	-14.0	6.8	-19.2	-2.5
20	-29.3	-20.7	-29.6	-21.3	-19.8	-3.6	-11.7	10.9	0.9	33.6	5.3	41.5	3.8	38.8	6.9	44.4	-0.3	31.4	-5.7	21.7	-13.6	7.5	-19.2	-2.5
21	-29.6	-21.3	-24.5	-12.1	-16.2	2.8	-7.5	18.5	6.5	43.7	7.1	44.8	9.5	49.1	6.5	43.7	0.9	33.6	6.9	44.4	-13.3	8.0	-15.9	3.4
22	-25.0	-13.0	-22.1	-7.8	-9.6	14.7	-5.2	22.6	0.3	32.5	3.3	37.9	13.9	70.0	9.1	48.4	1.8	35.2	-3.0	26.6	-8.9	15.9	-16.6	2.1
23	-16.1	3.0	-31.1	-23.9	-12.4	9.7	-5.0	23.0	0.9	33.6	9.5	49.1	18.4	65.1	5.2	41.3	3.1	37.6	-4.2	24.4	-12.0	10.4	-11.7	10.9
24	-11.4	11.5	-26.0	-14.8	-17.4	0.7	0.7	33.2	0.7	33.2	6.3	43.3	21.9	71.4	10.7	51.2	3.7	38.6	-7.2	19.0	-6.3	20.6	-13.3	8.0
25	-19.9	-3.8	-23.5	-10.3	-7.2	19.0	-6.5	20.3	-0.5	31.1	6.8	44.2	6.5	43.7	8.4	47.1	7.0	44.6	-2.3	27.8	-1.1	30.0	-17.7	0.1
26	-22.3	-8.1	-8.2	17.2	-12.6	9.3	0.1	32.2	-1.9	28.6	5.9	42.6	6.5	43.7	5.1	41.2	3.8	38.8	-7.1	19.2	-13.5	7.7	-23.1	-9.6
27	-19.9	-3.8	-15.5	4.1	-19.5	-3.1	0.3	32.5	-1.4	29.5	4.5	40.1	6.8	44.2	12.2	53.9	0.9	33.6	-8.5	16.7	-14.2	6.4	-23.0	-9.4
28	-19.0	-2.2	-18.9	-2.0	-17.0	1.4	2.2	35.9	-2.9	26.8	9.1	48.4	5.1	41.1	8.5	47.3	5.2	41.3	-8.5	16.7	-2.2	28.0	-18.9	-2.0
29	-23.7	-10.6	.....	.....	-7.6	18.3	3.4	38.1	-3.4	25.9	6.0	42.8	4.1	39.4	5.5	41.9	1.7	35.0	-9.6	14.7	-6.0	21.2	-16.6	2.1
30	-19.6	-3.3	.....	.....	-24.6	-12.3	2.4	36.3	-5.6	21.9	3.5	38.3	5.9	42.6	3.9	39.0	-0.3	31.4	-9.5	14.9	-14.6	5.7	-6.5	20.3
31	-18.6	-1.5	.....	.....	-6.6	20.1	.....	.....	-3.0	26.6	.....	.....	7.2	44.9	7.5	45.5	.....	.....	-11.3	11.6	.....	.....	-21.1	-5.9
Mean for Month.	-20.5	-4.9	-26.5	-15.7	-13.5	7.7	-8.5	16.7	-0.6	30.9	4.3	39.7	9.2	48.5	8.2	46.7	3.5	38.3	-3.2	26.2	-7.0	19.4	-14.6	-5.2

APPENDIX.

TABLE II.—(Continued.)

Months.	NAIN.							ZOAR.							RAMA.						Months.	
	SIX YEARS.							SIX YEARS.							FIVE YEARS.							
	1884	1885	1886	1887	1888	1890	Mean	1884	1885	1886	1887	1888	1890	Mean	1884	1885	1886	1887	1888	Mean		
January ..	-25.6	-25.2	-23.0	-27.3	-17.3	-27.4	-24.3	-25.8	-26.2	-22.0	-28.7	-18.1	-28.4	-24.9	-25.6	-23.7	-21.6	.....	-18.0	-22.2	.....	Jan.
February.	-25.4	-15.9	-22.9	-24.1	-22.3	-22.0	-22.1	-25.7	-17.0	-22.8	-25.1	-21.9	-22.7	-22.5	-23.5	-18.3	-22.3	-23.3	-22.9	-22.1	.....	Feb.
March ...	-19.7	-19.7	-16.1	-12.3	-10.0	-16.8	-15.9	-19.3	-20.1	-17.0	-13.3	-9.7	-18.2	-16.3	-19.9	-19.2	-17.0	-13.4	-12.5	-16.4	...	March
April	-5.5	-7.6	-7.4	-7.3	-7.8	-10.2	7.6	-4.7	-6.7	-6.0	-6.7	-7.6	-11.3	-7.2	-6.0	-6.0	-6.2	-6.7	-8.3	-6.6	.....	April
May	0.4	0.6	-0.2	0.8	0.1	-2.0	0.0	1.4	-0.3	0.7	0.9	1.3	-2.6	0.2	1.3	1.2	0.7	1.7	2.0	1.4	.....	May
June	5.9	4.2	5.7	5.0	5.7	5.3	5.3	6.4	5.4	6.7	5.1	6.1	5.0	5.8	5.9	4.7	6.1	5.0	6.3	5.6	.....	June
July	5.4	9.6	8.9	8.0	7.8	10.6	8.4	7.0	11.6	10.4	9.4	9.4	11.7	9.9	9.0	10.2	10.9	8.1	9.6	9.6	.....	July
August ...	8.2	8.5	.....	.....	9.5	11.2	9.3	9.3	.....	.....	.....	10.1	11.4	10.3	7.1	9.1	8.6	7.9	8.9	8.3	..	August
Sept	3.5	3.9	4.8	5.2	6.4	5.4	4.9	3.9	.....	.....	5.5	6.9	5.5	5.4	2.2	3.7	3.7	3.7	5.2	3.7	.....	Sept.
October...	-3.6	-0.0	-0.9	-0.2	1.0	0.9	-0.5	-3.8	0.3	.....	2.7	1.0	1.1	0.2	-2.5	-0.4	-1.5	-0.1	0.8	-0.7	..	October
Nov	-11.1	-5.2	-4.9	-7.1	-10.0	-8.2	-7.7	-11.7	-5.5	-4.7	-6.5	-10.7	-8.8	-8.0	-10.4	-5.0	-5.3	-5.7	-7.8	-6.8	.....	Nov.
December	-20.7	-16.5	-18.5	-15.6	-16.4	-16.7	-17.4	-20.8	-17.4	-19.2	-16.3	-17.4	-17.7	-18.1	-20.1	-13.8	-18.7	14.6	-14.9	-16.4	.....	Dec.
Mean.....	-5.6							-54.							-5.2							

APPENDIX K. TABLE III. Table Shewing, in Centigrade and Fahrenheit degrees, the Mean Monthly Temperature, at the six Moravian Mission Stations. Observations taken at 8 a.m.

This Table shews the results at the different Stations, and the number of years over which the Observations extend in each case.

MONTH.	RAMA. FIVE YEARS, 1884—'88.		HEBRON. SEVEN YEARS, 1884—'88, '90—'91.		OKAK. FIVE YEARS, 1884—'88.		NAIN. SIX YEARS, 1884—'88 and '90.		ZOAR. SIX YEARS, 1884—'88 and '90.		HOPEDALE. SIX YEARS, 1884—'88 and '90.		MEAN OF MEANS.	
	C.	F.	C.	F.	C.	F.	C.	F.	C.	F.	C.	F.	C.	F.
January	-22.2	- 7.9	-23.2	- 9.7	-23.3	- 9.9	-24.3	-11.7	-24.9	-12.8	-22.2	- 7.9	-23.35	-10.03
February ...	-22.1	- 7.8	-23.0	- 9.4	-22.3	- 8.1	-22.1	- 7.8	-22.5	- 8.5	-21.0	- 5.8	-22.17	- 7.91
March	-16.4	2.5	-16.4	2.5	-16.5	2.3	-15.9	3.4	-16.3	2.6	-14.2	6.4	-15.95	3.29
April.....	- 6.6	20.1	- 8.3	17.0	- 7.5	18.5	- 7.6	18.3	- 7.2	19.0	- 6.0	21.2	- 7.20	19.04
May	1.4	34.5	0.2	32.3	0.3	32.5	0.0	32.0	0.2	32.3	0.7	33.2	0.47	32.85
June	5.6	42.1	4.5	40.1	5.6	42.1	5.3	41.5	5.8	42.4	6.1	42.9	5.48	41.87
July	9.6	49.3	8.1	46.6	8.5	47.3	8.4	47.1	9.9	49.8	10.5	50.9	9.17	48.51
August.....	8.3	46.9	8.0	46.4	8.7	47.6	9.3	48.7	10.3	50.5	10.4	50.7	9.17	48.51
September...	3.7	38.6	3.7	38.6	4.5	40.1	4.9	40.8	5.4	41.7	5.6	42.1	4.63	40.34
October	- 0.7	30.7	- 1.4	29.5	- 0.1	31.8	- 0.5	31.1	0.2	32.3	0.5	32.9	- 0.33	31.40
November ...	- 6.8	19.7	- 7.6	18.3	- 7.8	17.9	- 7.7	18.1	- 8.0	17.6	- 6.9	19.6	- 7.43	18.62
December ...	-16.4	2.5	-16.6	2.1	-17.3	.8	-17.4	.7	-18.1	.6	-16.1	3.0	-16.98	1.43
	- 5.2	22.6	- 6.0	21.2	- 5.6	21.8	- 5.6	21.9	- 5.4	22.3	- 4.4	24.1	- 5.37	22.3

According to these figures the Mean Temperature of July is identical with that of August, and June is slightly warmer than September. January is clearly the coldest month of the year.

APPENDIX L.

TABLE IV.

Mean Annual Temperature at Six Stations at 8 a.m., Fahrenheit and Centigrade Scales.

PLACE.	Lat. N.	Years.	Cent.	Fahr.
Ramah	58 53	5	-5.2	22.64
Hebron	58 12	7	-6.0	21.20
Okak	57 34	5	-5.6	21.92
Nain	56 33	6	-5.6	21.92
Zoar	56 07	6	-5.4	22.28
Hopedale.....	55 27	6	-4.4	24.08
Mean.....			-5.37	22.33

This gives a mean temperature corresponding in something like an inverse scale to the latitude, except in the case of Ramah, which is enclosed by mountains from about 1,700 to 4,000 feet in altitude.

APPENDIX M.

TABLE V.

Tables of the Extreme Maximum and the Extreme Minimum Temperatures, on Fahrenheit and Centigrade Scales, registered during any day of 24 hours in each calendar month of the year, by the maximum and minimum Thermometers, at Hebron, for the two years, 1890 and 1891.

MAXIMA, 1890.				MINIMA, 1890.			
Month.	Day.	Fahr. Degrees.	Cent. Degrees.	Month.	Day.	Fahr. Degrees.	Cent. Degrees.
January	13	12.0	-11.1	January.....	30	-38.0	-38.9
February	26	24.2	-4.3	February	15	-31.5	-35.3
March.....	20	28.9	-1.7	March	14	-29.5	-34.2
April... ..	28	30.9	-0.6	April	1	-11.5	-24.2
May.....	23	55.0	12.8	May	3	-6.9	-21.6
June	26	70.3	21.3	June	20	20.5	-6.4
July	30	82.2	27.9	July	19	27.3	-2.6
August	3	86.2	30.1	August.....	9	27.8	-2.3
September.....	8	79.1	26.2	September	28	19.4	-7.0
October	1	54.1	12.3	October	22	17.8	-7.9
November	1	32.5	0.3	November	28	-0.4	-18.0
December	4	27.1	-2.7	December	30	-24.1	-31.2
MAXIMA, 1891.				MINIMA, 1891.			
January	14	20.6	-6.3	January.....	17	-40.5	-40.3
February	27	21.4	-5.9	February.....	20	-35.1	-37.3
March	11	39.9	4.4	March	31	-22.9	-30.5
April	30	42.1	5.6	April	2	-16.9	-27.2
May	2	43.5	6.4	May	16	10.2	-12.1
June	29	68.3	20.2	June	1	17.0	-8.3
July	24	83.3	28.5	July	1	25.1	-3.8
August	17	71.9	22.2	August.....	1 & 31	28.6	-1.9
September.....	2	64.2	17.9	September	18	22.6	-5.2
October	16	44.8	7.1	October	31	5.3	-14.8
November	13	40.8	4.9	November	27	-6.5	-21.4
December	7	31.1	-0.5	December	28	-23.6	-30.9

APPENDIX N.

TABLE VI.

Table of Extreme Temperatures, Fahrenheit.

Lowest Reading recorded during the year by the Minimum Fahrenheit Thermometer.				Highest Reading recorded during the year by the Maximum Fahrenheit Thermometer.		
Station.	Reading.	Date.		Station.	Reading.	Date.
Zoar	-38.0 F.	January 21	1884			
Nain	-36.5 "	" 21 & 22 ...		Hopedale	79.1 F.	..... August 13
Hopedale.....	-34.6 "	January 17	1885	Hopedale	81.4 "	.....July 14
Nain	-34.9 "	" 29		Nain	73.7 "	July 14 and Aug. 4
Hebron	-33.8 "	January 27	1886	Hopedale	71.9 "	.....July 5
				Nain	76.6 "	.....July 6
Hopedale	-31.3 "	January 14	1887			
Nain	-31.2 "	" 13		Nain	77.0 "	.....July 30
Hebron	-38.0 "	" 21		Hebron	76.1 "	.....July 30
Hopedale.....	-36.4 "	February 11	1888			
Hebron	-36.4 "	" 11		Hebron	79.8 "	.....July 29
Hopedale.....	-32.8 "	Jan. 30 and Feb. 19	1890	Hopedale	83.6 "	.....July 14
Zoar	-33.3 "	February 18				
Hebron	-38.0 "	January 30		Hebron	86.2 "	..... August 3
Hebron	-40.0 "	January 17	1891	Hebron	83.3 "	..... July 24
Hopedale.....	-34.6 "	" 17 ..				
Nain	-35.8 "	" 11				

The lowest of the minimum temperatures recorded thus indicates 72 degrees of frost at Hebron, the most northerly Station at which minimums are recorded. The second lowest showed 70 degrees of frost, at Zoar.

The highest of the maximum temperatures recorded was at Hebron, 86.2 degrees; the Second at Hopedale, 83.6

The full range of temperature shown by these figures is thus 126.2 degrees of the Fahrenheit scale, a range that indicates variations that cannot but be extremely trying to those that become permanent residents on the Labrador Coast, after arriving at years of maturity in temperate or sub-temperate climates.

The Science Year Book, 1906, states that "Capt. Amundsen reports (in a letter received November, 1905) a temperature of -61.7 C. (or, -79 F.) in Boothia, (N. Canada.) In comparison therefore to Boothia, which would thus register 111 degrees of frost, the Coast of Labrador possesses a mild climate.

APPENDIX O.

TABLE VII.

Temperature Observations at Port Burwell, taken by the Rev. M. Waldman, from 8 to 9 a.m. from the 1st December, 1904, to the 17th August, 1905. Fahrenheit Scale.

Day of month.	Dec., '04	Jan., '05	Feb.	March.	April.	May.	June.	July.	August.
1	5.0	1.0	-15.0	18.0	15.0	29.0	43.0	48.0	46.0
2	8.0	-15.0	-9.0	18.0	21.0	29.0	35.0	48.0	63.0
3	8.0	-4.0	7.0	15.0	16.0	34.0	38.0	45.0	48.0
4	10.0	-20.0	1.0	-9.0	15.0	27.0	36.0	44.0	50.0
5	10.0	-17.0	.....	-11.0	28.0	25.0	33.0	38.0	45.0
6	8.0	0.0	-8.0	-9.0	31.0	32.0	.....	52.0	51.0
7	-1.0	-8.0	-10.0	-8.0	35.0	29.0	28.0	54.0	39.0
8	-3.0	5.0	-4.0	.....	34.0	30.0	32.0	60.0	39.0
9	-12.0	0.0	3.0	.....	32.0	31.0	35.0	40.0	39.0
10	-28.0	-1.0	20.0	.....	36.0	33.0	39.0	35.0	38.0
11	-21.0	-2.0	19.0	.....	32.0	31.0	30.0	42.0	41.0
12	-8.0	-12.0	11.0	.....	30.0	24.0	28.0	45.0	41.0
13	-8.0	-12.0	0.0	.....	31.0	23.0	39.0	38.0	34.0
14	-8.0	-12.0	5.0	-4.0	31.0	25.0	31.0	38.0	40.0
15	-2.0	-10.0	10.0	3.0	33.0	20.0	33.0	38.0	39.0
16	-1.0	-12.0	0.0	-8.0	30.0	30.0	33.0	55.0	42.0
17	-1.0	-20.0	-8.0	-12.0	33.0	35.0	32.0	61.0	34.0
18	-2.0	-10.0	5.0	-15.0	29.0	32.0	47.0	51.0	
19	-9.0	-3.0	-5.0	-12.0	18.0	27.0	40.0	45.0	
20	-10.0	-7.0	-8.0	-12.0	18.0	27.0	40.0	50.0	
21	-0.0	-8.0	-15.0	-12.0	31.0	35.0	34.0	54.0	
22	-11.0	-13.0	-13.0	3.0	29.0	33.0	35.0	44.0	
23	19.0	-20.0	-8.0	5.0	31.0	36.0	32.0	39.0	
24	-20.0	-17.0	-2.0	10.0	30.0	34.0	34.0	45.0	
25	-12.0	-10.0	8.0	24.0	33.0	45.0	39.0	48.0	
26	-6.0	-10.0	15.0	21.0	31.0	34.0	56.0	57.0	
27	-5.0	-17.0	28.0	18.0	34.0	36.0	41.0	60.0	
28	-11.0	-0.0	18.0	19.0	34.0	50.0	46.0	70.0	
29	-5.0	1.0	.....	18.0	31.0	.....	50.0	38.0	
30	-1.0	4.0	.....	24.0	29.0	32.0	38.0	62.0	
31	-9.0	5.0	.....	27.0	.....	34.0	.....	63.0	
Mean.	-5.3	-8.2	1.6	4.4	27.7	31.4	37.1	48.6	42.9

GOVERNMENT HOUSE,

ST. JOHN'S,

March 1, 1907.

NEWFOUNDLAND.

No. 38.

MY LORD,—

I have the honour to transmit for your information a Report I have prepared on the External Trade of the Colony, dealing chiefly with the results of the four fiscal years last past. I would here direct your attention to a few points of special interest in connection with this subject.

2. Table I. of this Report sets forth the total External Trade, Imports and Exports combined, of Newfoundland for the last eighteen years. The lowest figure it reached during that period was \$10,415,796, in 1897-98. The highest figure attained was \$22,500,500, in 1905-06, which is equal to an advance of 116 per cent. on 1897-98. Last year the Value of the Total External Trade was \$4,620,000, or at the rate of £20. 1s. 9d. a head for a population of 230,000 people. The growth in total trade has been steady and substantial during the last five years, amounting during that period to \$6,664,069, which gives a mean annual increase of \$1,332,814.

An important dislocation of this trade has taken place during the last eighteen years, as will be seen at a glance from these figures, which shew the Distribution of the Percentage of the Total Trade to have been :—

	U. Kingdom.	Canada.	U. States.	Elsewhere.
	per ct.	per ct.	per ct.	per ct.
1888	38.0	17.3	13.1	31.4
1905-06.....	19.2	23.6	21.8	35.4

3. That the Trade of the Colony is in a sound and healthy condition, is proved by the fact that during the last seven years the Value of Exports has always exceeded that of Imports, the mean excess of the seven years being a balance in favour of the Colony of \$1,274,515 a year, or a total of \$8,221,607.

4. The Value of Imports in 1905-06 was \$10,414,274, which is equal to £9. 5s. 11½d. per caput of population.

There has been a continuous and steady advance in imports during the last five years, amounting during that term to \$2,937,771, which gives a mean annual increase of \$687,548.

The Origin of Imports has undergone very considerable change during the eighteen years last past. The distribution of Imports was :—

	U. Kingdom.	Canada.	U. States.	Elsewhere.
	per ct.	per ct.	per ct.	per ct.
1888	44.0	27.5	21.5	7.0
1905-06	25.4	33.8	34.6	6.1

Articles of consumption as Food amount to 45 per cent. of Imports, which last year meant an expenditure of \$4,704,013 on imported food. That the population of the Colony is progressing in the comforts of life would seem to be demonstrated by the fact that, while the amount of food produced locally is increasing from year to year, so is the relative sum expended on food stuffs from abroad. This has been per caput of the population, allowance being made for increase in numbers, as follows :—

1902-03—Food imported per head of population	\$16.81
1903-04 “ “ “ “ “	18.18
1904-05 “ “ “ “ “	19.77
1905-06 “ “ “ “ “	20.45

About three and a half million dollars was expended last year on what might be called imported Farm Produce. There can be no doubt whatever that a very considerable part of this imported food supply could be produced in the Colony. Excellent pasture can be cultivated here ; and, perhaps, no country can produce finer vegetables. The probabilities are strong that cereals can be adapted to the soil and climate, and can be successfully grown and ripened in Newfoundland.

Flour amounts to 18 per cent. of total imports ; and Meats to 8.8 per cent. This latter import could be much produced by local enterprise in raising cattle and sheep in Newfoundland, and herds of reindeer in Labrador.

5. The Beverages imported are in remarkably small proportion to population, the imports of Spirits amounting only to .354 of a gallon per head of the population. No spirits are distilled in the Colony. Exactly the same proportion of Beer pays excise. But there is a tendency to increase in the consumption of spirits.

6. Exports for 1905-06 amounted to \$12,086,276, which is equal to £10. 15s. 9 $\frac{3}{4}$ a head of the population. There has been a progressive increase in exports during the past five years, amounting during that period to 26.6 per cent., or to \$2,173,331, which would be a mean annual advance of \$436,666 on the exports of 1900-01.

In the Destination of Exports considerable change has taken place during the last eighteen years, as may be seen by comparing the first and last of the series, thus :—

Exports to :	U. Kingdom.	Canada.	U. States.	Elsewhere.
1888 	32.1 p.c.	7.1 p.c.	4.7 p.c.	56.1 p.c.
1905-06.....	13.17	14.7	10.5	60.8

7. For the year 1905-06 the sources of the different classes of Exports were :—

From Marine and Fisheries	\$10,117,951, or 83.71 p.c. of Total Exports.
“ Mines	1,540,478, or 12.74 “ “

“ Forests.....	308,265, or 2.55	“ “
Miscellaneous	119,582, or .99	“ “

Thus, considerably more than four-fifths of the Total Exports of this Colony are derived from the sea.

8. The Value and Percentage of the different exports for 1905-06 were from :—

Cod Fishery	\$8,313,557, of 68.8 p.c. of Total Exports.
Iron Ore.....	768,430, or 6.2 “ “
Seal Fishery	611,619, or 5.1 “ “
Lobster Fishery	376,490, or 3.2 “ “
Copper Ore	375,520, or 3.2 “ “
Herring	344,205, or 2.9 “ “
Pyrites	334,075, or 2.8 “ “
Whale Fishery	222,761, or 1.9 “ “
Forest Trees	205,210, or 1.7 “ “
Fresh Water Fish	117,621, or 1.0 “ “
Furs	92,373, or .8 “ “
Slate.....	38,163, or .3 “ “
Miscellaneous	286,152, or 2.3 “ “

9. The figures of this Report show that Dry Cod is far the most important export from this Colony. The most remarkable feature of this Cod fishery is its perennial character. The mean export of Dry Cod for 1854 to 1862 was 1,234,349 cwts. The largest export of any year from 1804 to 1854 had been in 1849, 1,175,169 cwts.

The Mean figures for the last thirty years are :—

Quantity, 1,246,666 cwts. ; Price, \$3.81 ; Value, \$4,840,079. The export has within the last hundred and three years thrice exceeded a million and a half cwts., viz :—

1,592,827 cwts. in 1874 ;
 1,535,573 “ 1881 ;
 and 1,532,023 “ 1883.

The Mean export for the last eleven years has been 1,282,770 cwts. There appears to be a decided tendency to cycles of something like eight or ten years in good and bad fisheries, as seems to be also the case in the Sardine fishery of Europe.

10. The remarkably prosperous condition of the Cod fishery in this Colony in more recent years is more due to the high price of fish than to increase in the

quantity exported. The mean price of the fish exported in 1896-97 was 2.22 cents a pound ; but this rose to 4.74 cents in 1905-06, which is equal to an advance of 113 per cent. in price in ten years ; while the difference in the quantity exported in those two years respectively was only 30 per cent.

11. It cannot be said that the position of the Colony with regard to the Bank Fishery is satisfactory. The mean produce of this branch of the fishery for the last seven years has furnished only 95,414 cwts., about 7.23 per cent. of the total export of dry cod. Last year it yielded only 75,154 cwts., or 5.07 per cent of the whole. The last four years shew a considerable falling off as compared with the previous four years.

12. Some information will be found in the Report on Local Manufactures. There are no complete returns available to show exactly what is manufactured locally, but the figures given prove that products amounting to the value of \$1,615,561 were turned out. The raw material for these establishments has to be imported, and they require in most instances, as might be expected to be the case in a country so near to Canada and the United States, to be protected by import duties. Some at least have, however, to pay duty on raw material. These manufactories supply a considerable amount of employment to residents of St. John's.

13. It may safely be predicted that in the not far distant future the industry of preserving or canning the different products of the fishery will assume in this Colony far greater proportions than it possesses at present. The Lobster fishery has, so far as canning is concerned, been made a decided success ; and the excellent quality of that article shews clearly that those engaged in the fisheries are able to turn out superior goods by that process. A commencement has been made in canning the cod, up to the present, it is true, on a comparatively small scale, but very successfully as to quality.

14. I think Your Lordship will agree with me that this Report shews conclusively that the present condition of the Colony is prosperous and satisfactory. Newfoundland is, however, only just entering on the process of modern development, and is only now beginning to realise that the future promises much if advantage is taken of the scientific knowledge of the day. Great advances can be made in agriculture, and grazing. The Colony undoubtedly possesses mineral riches. Its forests, if prudently managed, will always be a source of income of considerable value. There are great resources in water power in this country.

The fisheries can be made much more lucrative than they now are. It is true that hostile tariffs stand at present much in the way of the principal exports, though not in such a manner as to prevent a steady advance in price. Indeed the market for fishery products would seem to have a bright prospect before it in the not far distant future, in face of the fact that other fisheries become depleted, while populations are increasing in numbers, and in purchasing capacity, in all the countries this Colony exports to ; and in consideration of the enormous development that may be expected in Canada, by which the Dominion will undoubt-

edly soon be able to offer a great market to Newfoundland close at hand ; and this Canadian market will no doubt lead to the prosecution of several branches of the marine fishery that are as yet only partially developed, or are not at present engaged in.

I have the honour to be,

My Lord,

Your Lordship's most obedient, humble servant,

WM. MACGREGOR.

The Right Honourable

The Earl of Elgin, K.C., G.C.S.I., G.C.I.E.,

&c.,

&c.,

&c.

REPORT

On the Trade and Commerce of Newfoundland, for the Four Years ending with the 30th June, 1906.

1. In writing this report I have been able, through the courtesy of Mr. LeMessurier, to make use of the Tables of Imports and Exports for the years 1904-05 and 1905-06, the latter not yet in print.

The Newfoundland Customs returns are prepared more with a view to show from what source the revenue of the Colony is obtained than to give complete and precise information with regard to the details of the foreign trade of the country. This is made clear from the one fact alone that imports to the value of \$140,902 in 1902-3, \$166,910 in 1903-04, \$177,458 in 1904-05, and \$184,532 in 1905-06, are left as unspecified, and are entered in the returns under the name of the importer, with the value, and the country from which imported, but without any clue as to what the articles imported really were. To this extent, therefore, the classified lists of imports given in this respect are incomplete, and they cannot be completed, because full and specific entries were not passed for those goods, all of which were admitted free under the existing tariff.

The details of these Unspecified Imports will be found in Table II., as far as they are obtainable, for the four years in question.

Movements of the Total Trade of the Colony.

2. In examining the variations of the Total Trade of the Colony over a series of consecutive years, it has not been found practicable to go back beyond the year 1888. From that date the record has been brought up in Table I. to the 30th June, 1906. It will be observed that the fiscal year was synchronous with the calendar year up to the end of 1894, from which time onwards the fiscal year has ended with June in each year. In Table I. there is thus an omission from the figures of the first six months of 1895.

A very superficial glance at the Customs returns of this Colony shows one that Imports and Exports naturally arrange themselves in four groups, trade to the United Kingdom, to Canada, to the United States, and to Elsewhere.

This arrangement has been followed in this report, and in the different tables prepared for it.

In Table I. the trade of the Colony on the plan above indicated, is shown for a period of 18 years, a lapse of time that is sufficiently long to give trustworthy indications as to the volume and natural trend of the trade.

3. The first point that presents itself on an examination of that table is the strongly marked rise and fall that takes place in the value of the total trade of the Colony. To illustrate this it will be sufficient to contrast the Total Trade of the four following years, thus :—

1888.....	Total Trade, \$14,816,453	100.0 per cent.
1897-98	“ 10,415,796	70.3 “
1903-04.	“ 19,830,561	133.8 “
1905-06.....	“ 22,500,550	151.4 “

The figure that was reached in 1888 was not attained again till 1899-1900. From the latter date till now the increase in value of the total trade has been so progressive and important that at the present time the total trade of the Colony with other countries amounts in round numbers to \$22,500,000, or £4,620,000. This on the basis of the total foreign trade of 1905-06 gives per head of the population of 230,000 souls the sum of \$97.83, which at the statutory rate of conversion (£1=\$4.86 $\frac{2}{3}$) is equal to £20. 1s. 9 $\frac{1}{4}$.

The actual figures for 1905-06 were \$10,414,274 (£2,138,453), Imports ; and \$12,086,276 (£2,481,782), Exports ; the exact Totals being \$22,500,550 (£4,620,234).

The fluctuations in the foreign trade of Newfoundland are thus so considerable that a comparison of one year with another might in some cases be seriously misleading. A truer and safer estimate of the Colony's trade may be arrived at by comparing the first five years of the series, 1888-1892, with last five years, ending with June, 1906.

4. If this is done with regard to the total trade between the Colony and the United Kingdom, it will be found that the absolute mean value of that branch of the Colony's trade has remained practically the same, the mean value of the total trade for the first five years being \$4,396,108 ; for the last five years, \$4 409,531, that is an increase of .305 per cent.

If the Imports from the United Kingdom during the first quinquennial period are compared with those of the last one, it will be found that there is an absolute decrease of 1.2 per cent., with a corresponding increase in Exports.

If, in the same way, the Total Trade of the Colony for the first five years is compared with that of the last five years, then it is found that there is an absolute increase of 49.2 per cent.

The distribution of the Total Trade of the Colony, Imports and Exports, was on the mean of the two quinquennial periods as shown below :

	1888-1892.	1901-02, 1905-06-
United Kingdom..	32.88 per cent.	22.38 per cent.
Canada	20.72 “	22.68 “
United States	14.32 “	21.72 “
Elsewhere	31.94 “	32.02 “
	— — — — —	— — — — —
	100.0	100.0

The above comparison indicates that the trade of the country is slowly but surely leaving the United Kingdom. This would seem to be demonstrated in a much more pronounced manner by comparing the figures of the first and last years of the series available, thus :

Comparison of the Total Trade of 1888 and 1905-06.

—	1888.	1905-06.	Increase.	Per cent.	Decrease.	Per cent.
United Kingdom	\$5,637,658	\$4,313,808	.....	.....	\$1,323,850	23.5
Canada	2,569,779	5,299,108	\$2,729,329	106.2	.....	.....
United States.....	1,951,870	4,888,189	2,936,319	150.4	.....	.....
Elsewhere	4,657,146	7,999,445	3,342,299	21.7	.....	.....

According to the figures for the first and last years of the series, the trade with the United Kingdom has lost in volume nearly one-fourth in eighteen years; but this absolute decrease is much less than the relative loss compared to trade with other countries. In 1888 the trade with the United Kingdom was 38.0 per cent. of the whole, as against 17.3 per cent. with Canada, 13.1 per cent. with the United States, and 31.4 per cent. with all other countries; while in 1905-06 the trade with the United Kingdom represented only 19.2 per cent. of the whole, against 23.6 per cent. with Canada, 21.8 with the United States, and 35.4 with all other places.

5. It will be observed from Table I. that the present state of the Colony's trade as regards the yearly balance is greatly better than it was a few years ago. During the nine years 1888 to 1896-7 the Value of Imports exceeded that of Exports by \$1,110,950, the imports actually exceeding the exports in value in five years out of the nine.

During the last seven years Exports have exceeded Imports as follows :—

Excess of Exports over Imports.

Fiscal Year.	Amount of Excess of Exports.
1899-1900	\$1,130,429
1900-1901	883,475
1901-1902	1,715,839
1902-1903	1,496,560
1903-1904	933,253
1904-1905	390,049
1905-1906	1,672,002

The balance left in favour of the Colony on these seven years is \$8,221,607, or an average of \$1,174,515 a year.

The fluctuations that occur in regards to exports are considerably greater than in the case of imports. The difference between lowest value of exports that of 1896-97, \$4,925,789, and the highest exports, those of 1905-6, \$12,086,276, is \$7,160,487; the difference between the lowest imports, those of 1892, \$5,012,877, and the highest imports, those of 1905-6, \$10,414,274, is \$5,401,397.

Imports.

6. A complete list of the Imports according to value and place of origin is given in Table III., for the four years ending with June, 1906. The increase in the Value of Imports for the last five years has been progressive and important, the advances made on each preceding year having been:—

Fiscal Year.	Amount of Advance.
In 1901-02	\$360,182
In 1902-03	643,259
In 1903-04	968,720
In 1904-05	830,599
In 1905-06	134,981

which is equal to a mean annual advance of \$587,548.

Assuming the total population of the Colony to be 230,000, the imports a head of population were \$45.28 in the year 1905-06, equal to £9 5s. 11½d.

Eighteen years ago the imports from the United Kingdom were some 37.5 per cent. greater than from Canada, and about 51.0 per cent. greater than from the United States. Now the imports from Canada are thirty-three per cent., and from the United States thirty-six per cent. greater than the imports from the United Kingdom.

7. The value of Imports into this Colony for the last four years has been proportionately as follows:—

Percentage of Imports According to Value.

From	1902-03. Per cent.	1903-04. Per cent.	1904-05. Per cent.	1905-6. Per cent.
United Kingdom...	26.23	25.15	25.92	25.45
Canada	36.22	33.84	39.94	33.81
United States	31.64	34.44	26.75	34.65
Elsewhere	5.87	6.43	7.58	6.09

8. The Totals of the imports into the Colony are remarkable on account of the wide margin within which they have varied. Taking those for 1888, \$7,420,400, as the starting point, it is found that practically the same value was imported in 1893, and in the year 1899-1900. All the nine intervening years show lower importations. It is only during the last five years that imports have shown a steady, progressive, and substantial increase.

The serious nature of the fluctuations that occur from year to year may be seen at a glance from the figures of the following eight years, which present the greatest variations that occurred during the last eighteen years:—

Year.	Imports. in Value.	Per cent.
1888	\$7,420,400	100.0
1892	5,012,877	67.5
1897-1898.....	5,188,863	69.9
1901-1902.....	7,836,685	105.6
1902-1903.....	8,479,944	114.2
1903-1904	9,448,664	127.3
1904-1905.....	10,279,293	138.5
1905-1906	10,414,274	140.3

9. The Distribution of the import trade during the first and last years of the series under review has been :—

Fiscal Year.	Total.	United Kingdom.	Per Cent.	Canada	Per Cent.	United States.	Per Cent.	Elsewhere	Per Cent.
1888...	\$ 7,420,400	\$ 3,265,229	44.0	\$ 2,041,144	27.5	\$ 1,602,138	21.5	\$ 511,889	7.0
1905-6	10,414,274	2,651,196	25.4	3,521,939	33.8	3,609,192	34.6	631,947	6.1

These figures show clearly that as regards imports the United Kingdom has come from the first position to occupy the third, and that, too, a bad third. Canadian imports occupy the first place at present, on the mean of the last four years, though those from the United States were higher by \$87,253 in 1905-6. It will be noticed that imports from the Dominion, and also from the United States, now closely approximate what they were from the United Kingdom eighteen years ago. The United States is therefore a greater factor than Canada in displacing the United Kingdom from its former position in the Import trade of Newfoundland.

10. Of all imports into this Colony those that may be designated as Food form the most serious class. An inspection of Table IV. will show in detail of what these articles consisted during the last four years, when the cost to this country was as shown below :—

Food and Beverages Imported—1902-03 to 1905-06.

	Value.	Per cent. of Total Imports.	Per head of Population.
1902-03	\$3,815,875	45 p.c.	\$16.81
1903-04	4,144,456	43 p.c.	18.18
1904-05	4,527,116	44 p.c.	19.77
1905-06	4,704,013	45 p.c.	20.45

These figures are based on a population assumed to have increased during the four years from 227,000 to 230,000. The increased importation of Food per head

of the population points very clearly to a greater degree of comfort in the lives of the people, for there certainly has not been any decrease in the production of food.

11. Of this comparatively great expenditure on Food Imports the following may be termed

Animal Products.

	1902-03.	1903-04.	1904-05.	1905-06.
Animals	\$129,797	\$162,364	\$132,476	\$134,343
Butter	117,360	119,574	116,788	140,030
Butterine	3,186	3,066	4,022	3,748
Cheese	29,149	36,682	36,915	39,688
Lard and Tallow	52,288	55,028	48,319	68,838
Meats	724,961	678,941	717,494	924,252
Olein	177,499	121,876	146,637	200,725
Total	\$1,234,240	\$1,177,531	\$1,202,651	\$1,511,624

12. The following articles of Food, that may be said to be of

Agricultural Origin,

were imported during the four last years :—

ARTICLE.	1902-03.	1903-04.	1904-05.	1905-06.
Beans	\$14,076	\$18,911	\$16,376	\$15,931
Cabbage	4,532	7,459	6,929	9,209
Flour	1,384,113	1,614,022	1,844,847	1,822,271
Fruit	82,935	101,696	106,181	107,593
Oatmeal	17,949	13,909	20,355	17,244
Pease and Peasemeal	29,339	27,872	30,075	35,565
Potatoes	33,334	23,916	23,745	31,362
Turnips	2,505	2,388	2,695	4,651
Total	\$1,568,783	\$1,810,173	\$2,051,203	\$2,043,826

A cursory examination of these figures will show what an excellent market is open locally to enterprising farmers in both the agriculture and grazing industries.

From what precedes it will be seen that over three million and a half of dollars were expended last year on imports that may be called farm products required as human food in this Colony.

Beverages.

13. The expenditure on Beverages offers a very striking contrast with the above, and would seem to show that if legitimate importations of this class are not largely supplemented by contraband, the population is a remarkably abstemious

one. It has to be borne in mind that no spirits are distilled in the Colony ; and also that nearly half the wine imported is re-exported. The exact figures were :—

Wine.	1902-03.	1903-04.	1904-05.	1905-06.
Wine imported	\$38,470	\$28,295	\$18,108	\$17,949
Wine exported.....	23,268	12,620	13,064	11,866

The Importations of Beverages were :—

	1902-03.	1903-04.	1904-05.	1905-06.
Aerated Waters.....	\$1,426	\$2,163	\$2,758	\$2,659
Ale	5,790	7,218	8,742	9,582
Spirits.....	50,016	57,209	62,855	61,874
Wine.....	38,470	28,295	21,907	21,455
Total.....	\$95,702	\$94,885	\$96,262	\$95,570

The Spirit of Imports may be Particularised thus :—

	1902-03.	1903-04.	1904-05.	1905-06.
	Galls.	Galls.	Galls.	Galls.
Brandy.....	4,542	6,085	6,612	5,477
Whisky	19,862	20,134	24,500	22,496
Gin	1,929	4,033	2,306	2,689
Rum	43,561	49,654	58,399	53,602
Total.....	69,894	79,906	91,817	84,264

The mean Importation of Spirits in the four last years has been at the rate of a little more than one-third of a gallon for each inhabitant, in exact figures, .354. It would appear from these figures that the consumption of Spirits is increasing ; that it has in fact increased nearly 20 per cent. during the last four years.

It should be added that the production of Excise Beer in the Colony during the same period has been :—

1902-03.....	66,041 gallons.
1903-04.....	62,024 “
1904-05.....	54,894 “
1905-06.....	82,359 “

The proportion of Excise Beer per capita of the population was thus .353 of a gallon ; exactly the same as in the case of Spirits.

14. Of the Food Imports that could *not* be Produced in the Colony the following were the principal items during the four last years :—

	1902-03.	1903-04.	1904-05.	1905-06.
Apples	\$32,725	\$42,836	\$37,948	\$39,579
Coffee	7,624	7,097	7,031	6,676
Cocoa	12,993	16,529	16,741	14,723
Groceries	112,023	120,163	128,401	111,048
Molasses	236,674	237,930	372,480	224,237
Rice	14,215	16,315	10,649	14,572
Sugar	123,063	108,450	180,530	213,309
Tea	159,712	184,450	165,432	172,144
Wine	38,470	28,295	21,907	21,455
Total.....	\$737,499	\$762,065	\$941,119	\$817,743

There is no probability that any agricultural development in the Colony will reduce the present expenditure on these articles, except in the one item of apples.

15. The principal Food Imports from the United Kingdom in 1905-06 were :—

Tea	\$68,689, or 35·8 per cent. of the whole		
Groceries.....	50,147, or 45·1	“	“
Spirits.....	40,240, or 65·0	“	“
Fruit	37,825, or 35·2	“	“
Sugar	21,325, or 10·0	“	“
Confectionery.....	11,817, or 57·2	“	“
Cocoa and Chocolate..	11,511, or 78·1	“	“

Probably not more than one half of the seven per cent. of Food Imports from the United Kingdom is of British origin.

16. The most important Food Imports from Canada in 1905-06 were :—

Flour	\$1,155,841, or 63·4 per cent. of the whole.		
Animals.....	133,298, or 99·2	“	“
Meats.....	113,216, or 12·2	“	“
Butter	60,325, or 43·8	“	“
Tea.....	52,224, or 30·3	“	“
Cheese	38,954, or 98·1	“	“
Apples	34,117, or 86·2	“	“
Pease and Meal	31,473, or 88·5	“	“
Potatoes.....	27,650, or 88·1	“	“
Groceries	27,089, or 24·3	“	“
Salt	25,084, or 18·0	“	“
Molasses	24,684, or 11·0	“	“

17. The chief items of Food Imports from the United States during 1905-06 were :—

Meats	\$803,451, or 86·9 per cent. of the whole.		
Flour	666,306, or 36·6	“	“
Olein	184,957, or 92·3	“	“
Sugar	139,999, or 65·6	“	“
Lard and Tallow ...	68,004, or 98·7	“	“
Butter	66,619, or 47·5	“	“
Groceries	29,865, or 26·8	“	“
Fruit	25,978, or 24·2	“	“
Indian Corn	7,612, or 98·4	“	“
Cabbage	7,238, or 78·5	“	“
Confectionery	6,861, or 33·4	“	“
Apples	5,412, or 13·6	“	“

18. By far the most important import into this Colony is that of flour, which for 1905-06 amounted to the large sum of \$1,822,271, or say 18 per cent. of the total imports for the year, which was practically the same proportion as in 1904-05. Flour is imported exclusively from Canada and the United States, but in varying proportions, as shewn by the following figures :—

Imports of Flour from Canada and the United States.

	CANADA.	UNITED STATES.
1902-03.....	\$910,717, 65·8 p.c.	\$472,978, 34·2 p.c.
1903-04.....	1,112,645, 68·0	501,010, 31·0
1904-05.....	1,692,704, 91·7	136,512, 7·4
1905-06.....	1,155,841, 63·4	666,306, 36·5

On the mean of the four years Canada supplied 72·45 per cent. of the flour, while 27·28 per cent. came from the United States. Canada has practically a monopoly of the trade in animals, apples, cheese, pease, and potatoes.

19. The second largest import into the Colony is Meats, which in 1905-06 amounted to \$924,252, or to 8·8 per cent of the total imports. Of this total, meats to the value of \$803,451 came from the United States, reaching in round numbers 87 per cent. of the whole meat import. The United States has, as shewn above, almost a complete monopoly of the important supply of olein, lard and tallow.

The most important Food products imported from countries other than the United Kingdom, Canada and the United States in 1905-06, were :—

Beans, \$10,567 all from Holland.

Butter, \$11,890—Holland, \$11,141 ; Germany, \$39 ; Norway, \$605 ; Saint Pierre, \$25.

Fruit, \$32,453—B. W. Indies, \$25 ; Spain, \$557 ; Portugal, \$63 ; Greece, \$13,697 ; Brazil, \$9 ; France, \$102.

Molasses, \$199,532—all from British West Indies.

Olein, \$10,795—all from France.

Salt, \$111,000—Spain, \$99,588 ; St. Pierre, \$3,903 ; Portugal, \$6,279 ; Italy, \$1,230.

Spirits, \$20,098—Holland, \$694 ; France, \$3,848 ; St. Pierre, \$115 ; Portugal, \$104 ; Spain, \$1 ; B. W. Indies, \$15,135 ; Brazil, \$32.

Sugar, \$48,335—St. Pierre, \$42 ; Germany, \$32,216 ; Belgium, \$13,900 ; B. W. Indies, \$2,281 ; Brazil, \$96.

Tea, \$49,771—St. Pierre, \$73 ; India, \$6,818 ; Ceylon, \$42,880.

Wine, \$13,391—France, \$1,097 ; Portugal, \$8,438 ; St. Pierre, \$95 ; Spain, \$3,749 ; Italy, \$35 ; Brazil, \$7.

The Imports of Fruit from "Elsewhere" were also considerable ; in 1904-05, 19.6 per cent. ; in 1905-06, 30.1 per cent. In the latter year this consisted chiefly of Currants ; from Greece, for \$23,697.

20. It will be found from Table IV. that the origin of the Total Food imports was as follows :—

Year.	United Kingdom.	Canada.	United States.	Elsewhere.
	Per cent.	Per cent.	Per cent.	Per cent.
1902-03	7.8	39.4	39.7	12.9
1903-04	7.4	43.2	37.6	11.6
1904-05	7.3	51.6	26.2	14.8
1905-06	6.5	38.8	43.4	11.3

21. At the present time when the question of Trade Preference to the United Kingdom is receiving so much attention in the greatest Colonies of the Empire, there is very special interest connected with the state of trade between each Colony and the Mother Country. It is, therefore, necessary to consider here somewhat more fully the

General Imports From the United Kingdom.

It has been shown above that in 1888 no less than 44 per cent. of the Total Imports came from the United Kingdom, and that these imports have greatly fallen off both absolutely and relatively, until in 1905-06 they amounted to only 25.4 per cent. of the whole. It is now desirable to examine these figures more in detail. Unfortunately it appears to be impossible to obtain from the Blue Books of the Colony specified details of the Imports of former years from the different countries. These records do not seem to exist prior to 1890-91. And the classification of imports followed at present extends back for too short a period to enable one to show precisely on what classes of articles, imports from the United Kingdom have fallen off.

22. The following is a classified list of all Imports into the Colony that in 1905-06 exceeded in value \$100,000, amounting to twenty-six in number :—

Flour	\$1,822,271
Meats	924,252
Coal	526,627
Leather and Leatherware	332,337
Dry Goods.. ..	331,177
Cotton Fabrics.. ..	319,440
Hardware	305,686
Cranes and Mining Machinery.. ..	233,488
Small Wares	226,397
Hemp Yarn.. ..	225,029
Molasses	224,237
Sugar	213,309
Readymades	209,360
Oleine	200,752
Tweeds	179,796
Tea	172,144
Women's Dress Goods.....	146,082
Butter	140,031
Salt	139,240
Oats	136,700
Animals.. ..	133,343
Groceries	125,971
Machinery	109,711
Kerosene	109,141
Fruit	107,593
Tobacco	100,818

The value of no other class of imports exceeded \$100,000.

23. Of the above twenty-six categories of articles the United Kingdom cannot from its own productions supply any considerable part of the following eleven, namely :—

Flour, meats, molasses, tea, animals, oats, butter, sugar, kerosene, oleine and tobacco.

The United Kingdom, Canada and the United States supplied, in the four years, 1902-03 to 1905-06, the following proportions of the remaining fifteen classes of Principal Imports, in which the United Kingdom might be expected to compete with all other countries. It will be noticed that they have in the table been reduced to fourteen classes by classing together "Machinery" and "Cranes and Machinery" as one item.

In each class the importation exceeded \$100,000, and the fourteen categories furnish thus a fair estimate of the state and trend of trade with the three countries :—

Percentage of Trade between the Colony and the United Kingdom, Canada and the United States, in articles in which they could compete on fair terms. Import over \$100,000 in each class.

Articles.	UNITED KINGDOM.				CANADA.				UNITED STATES.			
	1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
Coal	18.8	24.4	12.9	8.3	77.4	66.8	75.5	76.8	3.5	8.6	11.5	14.7
Leather and Leatherw'e	4.0	5.6	5.5	4.8	58.4	52.5	52.5	42.4	37.4	41.7	41.1	52.7
Dry Goods	79.5	77.5	78.1	71.5	8.6	7.1	7.3	10.3	11.6	14.8	13.8	17.4
*Cotton Fabrics				75.3				4.6				20.0
Hardware	48.2	46.0	46.3	43.9	19.1	16.4	19.3	16.6	31.0	33.2	29.0	32.4
Small Wares	87.3	87.1	85.3	86.4	7.9	7.6	7.6	7.6	4.3	5.1	5.8	5.8
Hemp Yarn.....	64.8	77.7	71.9	72.8	31.4					20.9	28.0	25.7
Readymades	79.3	77.8	76.0	76.9	6.7	6.3	6.8	5.6	13.7	15.1	16.9	17.8
*Tweeds				93.1				6.0				.7
*Women's Dress Goods..				94.4				4.1				1.4
Salt	1.0	1.0	0.55	0.74	14.5	19.0	12.5	18.1	15.0	12.7	13.6	1.5
Groceries.....	45.8	47.2	47.1	49.0	15.4	14.6	17.1	21.9	38.1	36.1	34.1	24.2
Machinery, all kinds.....	8.3	9.9	7.7	8.0	33.4	27.9	36.2	42.3	57.6	61.3	54.5	49.4
Fruit	43.3	41.3	39.2	34.9	8.6	10.1	9.5	10.5	35.5	38.8	31.7	24.1

*Included in Dry Goods.

The above figures are for too short a period to be of great present value, but they will be of considerable use in future years in shewing the trend of trade. At present it would seem that the United Kingdom holds its own in Textiles, Small Wares, Hardware, and Groceries, and in nothing else.

24. Some 15,000 to 20,000 tons of anthracite coal is used here annually, for heating purposes, mostly of a domestic character, and this has to be imported from the United States. The imports of English coal will in future probably depend largely on the supply required by the Imperial Navy. The tendency is to obtain the ordinary working coal for railway and similar use from Canada.

The trade in leather and leatherware is practically lost to the United Kingdom, and is likely to be nearly evenly divided between Canada and the United States.

Machinery, it is clear, is to be imported in future principally from the United States.

25. It will be noticed that the greater portion of the Salt imported came from other countries than the three specified above, to the extent of 73.8 per cent. in 1904-05, and to the large figure of 70.7 per cent. in 1905-06. It seems strange that the United Kingdom should have so small a share in the salt trade. The sources of origin of this article were as follows:

Year.	United Kingdom.	Canada.	United States.	Spain.	Portugal	St. Pierre.	Italy.	Germany
1902-03.....	\$1,265	\$17,148	\$17,775	\$69,390	\$6,207	\$4,348	\$1,897	\$100
1903-04.....	1,150	19,945	13,448	61,287	5,921	3,443	221	.....
1904-05.....	839	18,021	20,642	99,339	8,311	3,667	212	.....
1905-06.....	1,028	25,084	2,128	99,588	6,279	3,903	1,230	.....

26. The import of fruit from the United States is increasing fast, and is now nearly equal to that from the United Kingdom. It should be pointed out that apples are not included in "fruit," and that six-sevenths of that import comes from Canada, the total for apples amounting to \$42,836 in 1903-04, and to \$39,579 in 1905-06.

Exports.

27. It has been shown above that fluctuations in the sum total of Imports have been remarkably great. The figures that follow will show that the alterations in the value of the gross Exports are still greater. The years that present the greatest variations have been selected for this purpose, as was done in the case of Imports, but the two years of smallest Exports are not the same as the two years of smallest Imports :—

Year.	Exports in Value.	Per cent.
1888.. .. .	\$7,396,053 .. .	100·0
1896-97.....	4,925,789 .. .	66·6
1897-98.....	5,226,933 .. .	70·6
1901-02.....	9,552,524 .. .	129·1
1902-03... ..	9,976,504 .. .	134·9
1903-04.....	10,381,879 .. .	140·3
1905-06.....	12,086,276 .. .	163·4

The exports of 1905-06, on the basis of a population of 230,000 inhabitants, amount per caput to \$52.55, equal to £10 15s. 9 $\frac{3}{4}$ d.

It is well worthy of remark that the combined totals of the Exports of the two consecutive years 1896-97 and 1897-98 amounted to only \$10,152,722, something less than half the Exports of the two consecutive years 1902-03 and 1903-04, namely, \$20,358,383. The interval separating these extremes is only three years. It is further very remarkable that the combined Exports of the two fiscal years 1896-7 and of 1897-8 were less than the Export of the year 1904-05 by \$516,620 ; and less than the Exports of 1905-6 by \$1,933,554. In other words the Exports of last year exceeded the combined total exports of 1896-7 and 1897-8 by 19 per cent.

28. The per centage proportionate Distribution of the Export Trade in 1888, in 1903-4, and in 1905-06, may be represented thus :—

Fiscal Year.	United Kingdom.	Canada.	United States.	Elsewhere.
	Per cent.	Per cent.	Per cent.	Per cent.
1888.....	32·1	7·1	4·7	56·1
1903-04	19·2	10·6	14·2	56·0
1905-06.....	13·7	14·7	10·5	60·8

This indicates that Exports are being diverted from the United Kingdom to Canada and the United States, especially to the latter ; but that, in the mean, they remain more steady to other places.

29. In the table below the Exports to Different Countries in 1905-06 are arranged in order of value, and in percentage comparison to the first decimal :—

Brazil	\$1,849,041.....	15.3 per cent.
Portugal	1,847,463.	15.2 “
Canada	1,777,169.....	14.7 “
United Kingdom.....	1,662,612....	13.7 “
United States.....	1,278,997.....	10.5 “
Italy	1,266,759.....	10.4 “
Spain	806,555.	6.7 “
British West Indies	416,849... ..	3.4 “
Greece	264,458.....	2.1 “
Gibraltar	236,481.....	1.9 “
Holland	227,198.....	1.8 “
A. W. Indies.....	124,815	1.0 “
Germany	115,770.....	.9 “
Buenos Ayres	92,829.....	.7 “
Denmark	29,060.....	.2 “
Belgium	21,045... ..	.1 “
France	13,713 .....	.1 “
Malta	13,684.....	.1 “
Colombia	8,869	} .2 “
Costa Rica	7,217	
St. Pierre	6,580	
Madeira	6,526.....	“
Other Places	12,586.. ..	.1
	\$12,086,276	100.0

30. The total Exports of the Colony for the four last years may be classified as below into products of Mines, Forests, Marine and Fisheries :—

Products of Mines Exported.

Article.	1902-03	1903-04	1904-05	1905-06
Antimony				\$15,000
Baryta	\$1,840	\$6,878	\$4,775	
Copper Ore	378,041	403,971	448,400	375,520
Iron Ore	692,825	526,285	635,350	768,430
Mica	63	100		
Pebbles				50
Pyrites	167,439	311,162	410,514	334,075
Samples	220	319	115	240
Slate	57,700	39,850	40,600	38,163
Talc	930		8,006	9,000
Total	\$1,299,058	\$1,288,565	\$1,547,760	\$1,540,478

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Products of Forests Exported.

Article.	1902-03	1903-04	1904-05	1905-06
Antlers.....	\$1,416	\$2,149	\$2,171	\$2,752
Barrels	69	200	196	.....
Berries	15,923	5,259	9,764	6,271
Caribou (live).....	.....	100	250	750
Casks	286	174	275	340
Deer Skins .....	.....	180	1,189	802
Feathers	194	106	136	377
Foxes (live).....	100	828	.....	.....
Furs	89,849	69,339	81,891	92,373
Game	233	85	68	90
Laths	3,152	3,824	2,758	27,364
Lumber	232,176	307,540	197,347	176,157
Oars .....	.....	30	.....	.....
Palings.....	.....	30	.....	.....
Pickets	743	544	466	.....
Pit Props.....	7,888	.....	.....	.....
Poles	149	286	67	.....
Rabbits.....	40	240	.....	.....
Rinds	20	75	.....	.....
Shingles .....	.....	160	100	139
Spars	597	.....	.....	.....
Timber and Shooks	29	125	493	1,137
Venison	120
Wool	3,168	2,145	2,161	73
Totals.....	\$356,032	\$393,539	\$299,332	\$308,625

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Fishery and Marine Products Exported.

Articles.	1902-03	1903-04	1904-05	1905-06
Caplin	\$633	\$814	\$811	\$1,513
Cod-- Boneless .....	.....	.....	.....	6
Canned .....	.....	.....	686	3,550
Dried	5,663,072	5,943,063	6,108,618	7,864,719
Fresh	492	371	192	228
Oil, Crude	455,447	287,045	168,184	354,352
Refined.....	37,240	482,792	137,265	34,995
Pickled.....	7,287	43,056	13,167	38,977
Roes	4,389	10,202	8,335	16,599
Sounds & Tongues.....	102	218	86	131
Eels .....	.....	.....	10	465
Haddock	5,458	3,300	7,462	3,134
Halibut	1,884	1,419	1,628	428

Fishery and Marine Products Exported—(Continued).

Articles.	1902-03	1903-04	1904-05	1905-06
Herring—Bulk	\$133,081	\$48,132	\$84,305	\$61,124
Fresh .....	.....	642	44	12
Frozen	66,295	44,971	70,535	74,477
Pickled	257,151	234,885	225,054	208,264
Smoked	857	47	50	328
Ling	80	2,402	4	8,646
Lobster	387,466	410,405	512,662	376,490
Mussels	25	.....	15	.....
Pollock	120	222	715	500
Salmom—Fresh	11,463	8,768	14,383	17,931
Pickled	53,214	65,400	70,283	88,005
Preserved.....	653	1,117	1,203	660
Smoked .....	.....	47	.....	49
Scallops .....	.....	27	60	.....
Seals—Dressed	99	163	375	141
Oil	453,684	303,067	374,974	297,430
Skins	325,137	258,987	370,261	314,048
Smelts .....	.....	20	206	2,478
Squid .....	.....	.....	12	.....
Stearine.	3,705	6,756	3,374	5,263
Trout	8,492	9,032	12,548	10,511
Turbot	874	1,487	850	490
Walrus—Skins	4,215	13	.....	100
Whale—Bone	9,590	29,557	34,835	27,143
Fertilizer	27,171	38,981	115,955	80,133
Glue .....	.....	700	35	16
Meat .....	.....	173	214	1,704
Oil.....	256,372	297,415	384,062	222,761
Skins .....	.....	.....	.....	150
Total	\$8,175,748	\$8,535,696	\$8,723,453	\$10,117,951

33. These classified figures may be summarized thus:—

Class of Exports.	1902-03	1903-04	1904-05	1905-06
Marine and Fishery.....	\$8,175,748	\$8,535,696	\$8,723,458	\$10,117,951
Mines	1,299,058	1,288,565	1,547,760	1,540,478
Forests	356,032	393,539	299,331	308,625
Miscellaneous	145,666	164,097	98,793	119,582
Total	\$9,976,504	\$10,381,897	\$10,669,342	\$12,086,276

The above data shew that, on the mean of the four last years, Exports are derived from—

Marine and Fishery.....	82·47 per cent.
Mines	13·17 “
Forests	3·15 “
Miscellaneous.....	1·22 “
	—
	100·9

Minerals.

34. The mineral exports are, as might be expected, more stable, and liable to less serious fluctuations, than the fishery. The result of experience goes to show that as one mineral export becomes less, another increases to make up for the deficiency. Unfortunately, however, the value of the minerals does not amount to one-sixth that of the marine and fishery exports.

The value of the Minerals exported from Newfoundland during the seven fiscal years ending 30th June, 1906, has been :—

Fiscal Year.	Value.
1899-1900	\$939,322
1900-01	850,720
1901-02	1,282,311
1902-03	1,299,058
1903-04	1,288,565
1904-05	1,547,760
1905-06	1,540,478

The value of the Mineral Exports has thus been practically stationary during the last two years, though there has been substantial advance on the two previous years.

The Exports to the United Kingdom have fallen off steadily, from \$357,863 in 1902-03, to \$231,125 in 1905-06. The export of iron ore to Holland remains practically the same. But the exports to Canada and the United States are swollen by the increased production, as well as by the diminution in exports to the United Kingdom.

The slate is exported to the United Kingdom almost exclusively. The copper ore is divided between the United Kingdom and the United States. Iron ores are now sent chiefly to Canada and Holland, nearly two-thirds of the whole to the former country. The pyrites produced is sent exclusively to the United States.

35. The figures below show, on the basis of the last four years, the proportion

which the value of the four principal Mineral Exports bear in that class of product, and the percentage they form of the total export trade of the Colony :—

Mineral Product.	Per cent. of Total Mineral Export, 1902-03 to 1905-06	Per cent of Total Export Trade, 1902-03 to 1905-06.
Iron Ore.....	46·2 p.c.....	6·2 p.c.
Copper Ore.....	27·2	3·7
Pyrites	21·5	2·9
Slate	3·1	·4

It will be observed that these four products constitute 98 per cent. of the total Mineral Exports.

36. The following table shews the Destination of Mineral Exports during the last four years :—

Nature and Destination of Mineral

Class of Mineral.	Total Value.				United Kingdom.				Canada.	
	1902-03.	1903-04	1904-05	1905-06	1902-03	1903-04	1904-05	1905-06	1902-03	1903-04
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Antimony..	.....	.....	.....	15,000	.....	.....	.....	15,00	.....	.....
Baryta	1,840	6,878	4,775	.....	.....	.....	.....	.....	1,200	.....
Copper Ore	378,041	403,971	448,400	375,520	207,228	199,086	202,760	159,445	.....	.....
Iron Ore...	698,025	526,285	635,350	768,430	92,935	56,575	33,000	18,920	313,780	209,000
Mica.....	63	100	.....	.....	.....	.....	.....	.....	50	100
Pyrites.....	167,439	311,162	410,514	334,075	.....	.....	.....	.....	7,890	.....
Samples....	220	319	115	240	.....	.....	.....	.....	10	264
Slate ..	57,700	39,850	40,600	38,163	37,700	38,750	40,600	37,760	.....	1,100
Talc	930	.....	8,006	9,000	.....	.....	.....	.....	.....	.....
Totals...	1,304,258	1,288,565	1,547,760	1,540,428	357,863	294,411	276,360	231,125	322,930	210,464

Exports during the last Four Years.

Canada.		United States.				Holland.				Germany.	
1904-05	1905-06	1902-03	1903-04	1904-05	1905-06	1902-93	1903-04	1904-05	1905-06	1902-03	1903-04
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
.....
.....	.....	640	6,878	1,775	.....	.....	.....	.....	.....	.....	.....
.....	.....	170,813	204,885	245,640	216,070	.....	.....	.....	.....	.....	.....
387,750	506,100	92,660	63,680	5,400	35,805	193,450	197,030	209,200	207,610	5,200	.....
.....	.....	13	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	159,549	311,162	410,514	334,073	.....	.....	.....	.....	.....	.....
115	110	210	55	.....	130	.....	.....	.....	.....	.....	.....
.....	403	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	930	.....	8,006	9,000	.....	.....	.....	.....	.....	.....
.....
387,865	506,613	424,815	586,660	674,335	595,075	193,450	197,030	209,200	207,610	5,200	.....

For Canada and the United States, as may be seen from these figures, the export of Fur from 1902-03 to 1905-06...

Total	To Other Countries	United States	Canada	United Kingdom	Other Countries
1,000,000	500,000	400,000	100,000	100,000	100,000
900,000	450,000	350,000	90,000	90,000	90,000
800,000	400,000	300,000	80,000	80,000	80,000
700,000	350,000	250,000	70,000	70,000	70,000
600,000	300,000	200,000	60,000	60,000	60,000

The mean annual value has been \$481,600, or 8 per cent of total exports.

The total value of the furs exported from the Colony 1905-06 was \$502,878, and of this the furs shipped from Labrador amounted to \$481,600, or 95.8 per cent. It is no doubt a considerable amount of furs being exported from the Colony, and it is shipped outwards, it may very easily be assumed that considerably more than a third part of the fur export comes from the Labrador territory.

The third item of value in the list of fur products is Hares, which...

Forest Produce.

(a) LUMBER.

37. The chief Export under this heading is Lumber, the value of which fell from \$307,540 in 1903-04, to \$176,157 in 1905-06. Its destination was chiefly to the United Kingdom in the period from 1902 to 1904, namely, \$210,181 in 1902-03, and \$270,332 in 1903-04; but decreased to \$57,111, and \$44,943 respectively in the two last years. In 1905-06 there was an export of Lumber to Buenos Ayres to the value of \$92,829 and of \$28,720 to the United States. The export of Laths increased greatly last year, reaching the figure of \$27,364. There is every reason to expect a very large increase in the value of exports from Forest Products in the near future, as great areas of forest have been conceded recently for the manufacture of pulp and paper, for which the pine forests of this country seems to be very suitable. They also exist on a large scale.

On the average of the last four years the mean annual value of all exports derived from forest trees thus amounts to \$242,587, or 2.3 of the total exports of the Colony.

(b) FURS.

38. The second largest export from the forests consists of Furs.

Practically all Furs exported from this country are sent to the United Kingdom, Canada and the United States, as may be seen from these figures :

Export of Furs from 1902-03 to 1905-06.

	United Kingdom.	Canada.	United States.	To Other Countries.	Total.
1902-03	\$47,637	\$29,689	\$12,463	\$60	\$89,849
1903-04	44,309	16,003	9,007	20	69,339
1904-05	28,608	37,223	10,057	3	75,891
1905-06	53,474	33,125	5,654	120	92,373

The mean annual value has thus been \$81,863, or .8 per cent. of total exports.

The Total Value of the Furs exported from the Colony 1905-06 was \$92,373, and of this the Furs shipped from Labrador amounted to \$35,034. As there can be no doubt that a considerable amount of Fur leaves Labrador that is not there shipped outwards, it may very safely be assumed that considerably more than a third part of the fur export comes from the Labrador territory.

(c) BERRIES.

39. The third item of value in the list of Forest products is Berries, which

during the four last years have been exported to the mean value of \$9,404. This export could be greatly extended.

Fisheries and Marine Products.

40. The Marine and Fishery Export has been shown by the above figures to form the staple product of this Colony, amounting on the mean of the four last years to 82.4 per cent. of all the Exports from the country.

This class of Exports as enumerated in paragraph 32 has been made to include the products of the Sealing and Whaling Industries.

Seal Exports.

41. The Value of the seal fishery for the last sixteen years has been as follows : --

Fiscal Year.	Skins.	Oil.	Total.	Per cent.
1890	\$221,388	\$335,685	\$557,073	100.0
1891	364,981	415,826	780,807	140.0
1892	468,209	397,575	865,784	155.4
1893	116,702	205,240	321,942	56.0
1894	227,578	276,284	503,862	90.4
1895	379,095	306,120	685,215	123.0
1896, first 6 months	166,306	74,690	240,996	43.2
1896-97	117,204	246,263	363,467	66.1
1897-98	129,840	218,279	348,119	62.5
1898-99	136,563	252,036	388,599	69.7
1899-1900	162,330	433,605	595,935	107.0
1900-01	282,895	424,632	707,527	127.0
1901-02	420,869	379,445	800,014	143.6
1902-03	325,236	453,684	778,821	139.6
1903-04	259,150	303,067	562,054	100.9
1904-05	370,636	374,974	745,610	133.8
1905-06	314,189	297,430	611,619	109.8
Mean for Sixteen Years..	\$268,593	\$332,509	\$601,102	

The Mean Annual Value of the Seal Skins exported during the sixteen fiscal years ending with June, 1906, was thus \$268,593 ; and the Mean Annual Value of the Seal Oil exported during the same period was \$332,509 ; while the Total Mean Annual Value of both Skins and Oil has been \$601,102. In this calculation the period from the 1st January to the 30th June, 1896, is omitted, as an intercalary semestre brought about by the change of currency of the financial year, which from 1896 begins with 1st July.

42. The Seals that are caught are practically of two kinds, "Harps," or

Greenland Seals ; and "Hoods," or Bladdernosed Seals, *cystophora cristata*, and chiefly the former, as shewn below, for the five last seasons :—

	Harps.	Hoods.	Total.
1902	249,612	24,607.....	274,219
1903	296,179	21,381.....	317,560
1904	273,596	10,877.....	284,473
1905	163,867	13,233.....	177,100
1906	313,089	28,747.....	341,836

43. It is hardly necessary to point out that the Seal fishery is as liable to fluctuations as is any other form of the chase or of sea fishery. To prove this it is only necessary to mention here that in 1893 the total value of the seal export was only \$321,942. In 1896-97 the number of seal skins was 195,340, the value \$117,204 ; against 528,150 skins, valued at \$420,869, in 1901-02. In other words the value of seal skins exported in 1901-02 was, in round figures, more than three and a half times as great as was the value exported in 1896-97.

"Sealing" is, moreover, a laborious and dangerous calling, even to those trained to it from youth, as was painfully demonstrated in 1897-98, when forty-eight sealers were frozen to death on the 'ice-pans.' In that year the total value of the Seal Export was only \$348,119.

On the result of the last Sixteen years, the total Seal Export has formed 7.7 of the total Exports of the Colony ; of which the oil furnished 4.3 per cent., and the skins 3.4 per cent.

Fresh Water Fish.

44. The Export of fresh-water fish amounted to :—

	1902-03	1903-04	1904-05	1905-06
Salmon	\$65,330	\$75,332	\$85,869	\$106,645
Trout	8,492	9,033	12,548	10,511
Eels			10	465
Total	\$73,822	\$84,364	\$98,427	\$117,621

About two-fifths of the Salmon Export is to the United Kingdom and Canada respectively ; the remaining fifth to divers places. About a third of the trout is sent to the United States and nearly the same proportion to Canada, while about half the remainder is sent to the United Kingdom.

The Export of Fresh Water Fish has, on the above returns, barely amounted to one per cent. of the total Exports of the Colony on the mean of the four last years.

Lobsters.

45. The Export of Lobster, which is of very considerable importance, has during the last four years been Distributed, and been of the value shewn below :—

	1902-03	1903-04	1904-05	1905-06	Mean.
United Kingdom.....	\$188,265	\$222,336	\$270,845	\$141,464	\$205,272
Germany.....	101,943	100,019	104,401	109,770	104,033
Canada.....	35,030	42,930	62,715	58,917	49,898
Holland.....	19,025	18,150	24,890	18,880	17,986
Belgium.....	16,434	10,596	24,477	12,371	15,946
France.....	8,200	3,788	3,006	3,400	4,597
Denmark.....	7,710	4,925	19,055	29,061	15,188
Sweden.....	8,235	132	840	.....	3,970
United States.....	3,905	7,086	2,301	2,588	3,970
Russia.....	600	.....	.....	.....	.....
India.....	350	330	.....	.....	.....
American West Indies.....	.....	.....	.....	12	.....
St. Pierre.....	60	.....	.....	.....	.....
Brazil.....	10	.....	26	27	.....
Portugal.....	.....	13	12	.....	.....
Italy.....	.....	.....	100	.....	.....
Total.....	\$387,466	\$410,405	\$512,662	\$376,490	\$421,726

There was an increase of \$22,939 in 1903-04 on this fishery as compared with that of 1902-3; and in 1904-5 there was a further advance of \$102,257 on the yield of 1903-04. But this prosperous state of matters had a set-back by a falling off in 1905-06 of \$136,172, or of 26 per cent., on the preceding year. The Lobster Fishery on the mean of the four last years has made up 4.2 per cent. of Total Exports.

Herring Fishery.

46. The Export of Herring also forms an item of considerable importance. The Exports of this article were as follows :—

	1902-03	1903-04	1904-05	1905-06	Mean.
United States.....	\$253,418	\$132,327	\$190,502	\$117,895	\$173,535
Canada.....	167,614	149,730	160,900	202,151	170,099
British West Indies....	22,192	36,818	21,415	14,863	23,822
United Kingdom.....	13,108	8,287	6,679	9,182	9,314
Cape Colony.....	600	.....	.....	.....	150
American West Indies.....	178	561	200	60	247
Colombia.....	173	954	292	64	371
Germany.....	101	.....	.....	.....	12
Total.....	\$457,384	\$328,677	\$379,988	\$344,205	\$377,565

The proportionate distribution of the Herring exported has, therefore, been, on the last four years:—

To the United States.....	45.96 per cent.
Canada	45.05 “
British West Indies.....	6.34 “
United Kingdom.....	2.46 “
Other places.....	.21 “

The Herring Export of the last four years has formed 3.59 per cent. of the Total Exports of the Colony.

The Winter Herring Fishery of Bay of Islands, from October to January, forms a very important consideration in this branch of the Fishery. It has given the following results during the last three years:—

Year.	Barrels.	Value.
1904-5.....	105,425	\$185,837
1905-6.....	85,641	144,474
1906-7.....	116,236	452,144

During the Season 1906-07 the destination of exports, in quantity, was,—

To the United States.....	81,285 brls., or 69.9 per cent.
To Canada.....	34,571 “ 29.7 “
Shipped Coastwise.....	380 “ .3 “
	116,236 100.0

Whale Fishery.

47. This industry, though historically an ancient one in these seas, is yet in its present form, of recent origin. Its development and progress will be fully understood from the following Table of Exports of this class:—

PRODUCTS OF THE WHALE FISHERY.

Article.	1897-8	1898-9	1899-00	1900-1	1901-2	1902-3	1903-4	1904-5	1905-6
Oil	\$1,325	\$14,439	\$34,604	\$54,221	\$112,859	\$256,372	\$297,415	\$384,062	\$222,761
Fertilizers....	15					27,171	38,981	115,955	80,133
Gills	41	148		9					
Bone	200	941	1,814	13,550	12,285	9,590	29,557	34,835	27,143
Hide			10	14	143				150
Meat		78					173	214	1,704
Glue							700	35	16
Total	\$1,581	\$15,606	\$36,428	\$67,794	\$125,287	\$293,133	\$366,826	\$535,101	\$331,907

The Whale Oil has been sent to the following countries :—

	1902-3	1903-4	1904-5	1905-6	Mean of Four Yrs.	Per cent.
United Kingdom.....	\$247,920	\$267,889	\$353,728	\$205,283	\$268,705	92.6
Canada.....	5,725	10,803	13,693	4,009	8,557	3.0
United States.....	2,327	17,010	12,789	13,415	11,383	3.9
Elsewhere.....	400	1,713	3,852	54	1,505	.5
	\$256,372	\$297,415	\$384,062	\$222,761	\$290,152	100.0

Almost the whole export of Fertilizers goes to the United States. Its mean value in the four years has been \$65,560. The Whale Bone is practically divided between the United Kingdom and Canada. Its mean annual value has been on the last four years \$25,281. The export of Whale Products for the last four years has amounted to 3.54 per cent. of Total Exports, almost identical in value with the Herring Export.

The Cod Fishery.

48. The Cod Fishery of Newfoundland is justly one of the most celebrated fisheries in the world. It is very remarkable on account of its value, and of its continuous, perennial character, which has made it a subject of envy to several great nations of the old and new worlds for hundreds of years. Its value is increasing; and it may safely be predicted that its economic importance will continue to advance far beyond the high position it has already obtained. This industry is therefore entitled to careful consideration in this Report.

The total Value of the Exports of Products from the Cod Fishery during the four last years has been as follows :—

Year.	Oil.	Roes, Sounds, Tgs.	Flesh.	Totals.
1902-03.....	\$482,687	\$ 4,491	\$5,670,851	\$6,158,029
1903-04.....	769,837	10,420	5,986,490	6,766,747
1904-05.....	305,449	8,421	6,122,663	6,436,533
1905-06.....	389,347	16,730	7,907,480	8,313,557
Mean.....	\$486,830	\$10,015	\$6,421,871	\$6,918,717

Of the Mean of the four last years the Products of the Cod Fishery have furnished 65.9 per cent. of the total Exports of the Colony. In 1905-6 the proportion rose to 68.8 per cent.

Dry Cod.

49. This article has formed, during the four years ending with June, 1906, 92.4 per cent. of the total exports from the Cod Fishery, with a mean value of \$6,394,868.

The Table below will be found to give the quantity, the value and the price,

both absolutely and relatively, of the Dry Cod exported from this Colony during the thirty years from 1876 to June, 1906.

It will be noticed that for the thirty years the mean :—

Quantity has been	1,246,664 cwts.
Price.....	\$3.81
Value	\$4,830,079

In this Table the results of 1876 has been taken as unity for the thirty years. The lowest quantity was exported in 1877, 1,034,101 cwts. ; the greatest quantity in 1881, 1,535,573 cwts.

The lowest price was \$2.46 a cwt., in 1896-97 ; the highest price, \$5.31, in 1905-06.

The lowest total value was \$2,824,242, in 1896-97 ; the highest total value, \$7,864,719, in 1905-06.

It is noticeable that good and bad years of the fishery occur in groups. A very good, or a very bad, year does not occur isolated ; but, on the contrary, a bad year seems to be followed by others, while the same holds good of fat years. But the cycles are not regular in their recurrence. For example, the mean annual export of Dry Cod during the eight years from 1879 to 1886 was 1,414,566 cwts. These were fat years, and they were followed by eight lean years, from 1887 to 1894, when the mean annual export sank to 1,104,418 cwts.

There has, however, been no very bad fishery since 1895-96. The lowest quantity of Dry Cod exported during the last eleven years has been 1,135,817 cwts. in 1896-97. The mean of the last eleven years has been 1,282,770 cwts. The eight years from 1854 to 1862 formed a remarkable group, the mean exports of which was 1,234,349 cwts.

The smallest exports since 1804 has been 576,132 cwts. in 1808. Since 1868 no year's export has been under a million cwts.

50. Exports of Dry Cod, for Thirty Years, from 1876 to 1905-06, in Quantity, Price, and Total Value.

Year.	Dry Cod, in cwts.	Per Cent.	Mean Price.	Per Cent.	Total Value.	Per Cent
1876	1,068,471	100.0	\$4.81	100.0	\$5,118,201	100.0
7	1,034,101	96.8	4.10	85.2	4,327,583	84.6
8	1,035,013	96.9	3.90	81.1	4,108,273	80.2
9	1,387,770	129.9	3.20	66.5	4,474,072	87.4
1880	1,383,531	129.5	3.20	66.5	4,478,154	87.5
1	1,535,573	143.7	4.00	83.2	6,211,464	121.3
2	1,391,107	130.2	4.30	89.4	6,065,722	118.5
3	1,532,623	143.4	3.80	79.0	5,830,227	113.9
4	1,457,637	136.4	3.80	79.0	5,504,487	107.5
5	1,284,710	120.2	3.10	64.4	4,061,600	79.3
6	1,344,180	125.8	3.00	62.3	4,072,427	79.5
7	1,080,024	101.8	3.80	79.0	4,262,211	83.2
8	1,175,720	110.0	4.20	87.3	4,938,048	96.5
9	1,076,507	100.8	4.20	87.3	4,542,777	88.7
1890	1,040,916	97.5	3.70	76.9	3,886,898	75.9
1	1,244,834	116.5	3.90	81.1	4,864,525	95.0
2	1,049,310	98.2	3.45	71.7	3,645,311	71.2
3	1,060,335	99.2	3.60	74.8	4,328,499	84.5
4	1,107,696	103.6	3.29	68.3	3,703,338	72.3
1895-96	1,312,608	122.8	2.92	60.7	4,297,699	83.9
96-97	1,135,817	106.3	2.46	51.1	2,824,242	55.2
97-98	1,145,540	107.2	2.82	58.6	3,230,928	63.1
98-99	1,226,336	115.3	3.62	75.2	4,445,031	86.8
99-1900	1,300,622	121.7	4.19	87.1	5,453,538	106.5
1900-01	1,233,107	115.2	4.19	87.1	5,171,910	101.5
1-02	1,288,955	120.6	4.27	88.7	5,509,738	107.6
2-03	1,429,724	133.8	3.94	81.9	5,633,072	110.6
3-04	1,364,373	127.3	4.37	90.8	5,943,063	116.1
4-05	1,196,814	112.0	5.14	106.8	6,108,618	119.3
5-06	1,481,025	138.6	5.31	110.4	7,864,719	153.6
Means..	1,246,664.3	.....	3.81	.....	\$4,840,078.83	.....

51. The present markets for Dry Cod are shewn below, on the basis of the mean of the last six years ending with June, 1906; and also on the complete list of the last year's exports:—

Markets for Dry Cod.

From 1900-01 to 1905-06, Annual Mean.		For 1905-06.	
	Cwts.		Cwts.
Portugal	333,736	Portugal	304,203
Brazil	329,350	Brazil	301,487
Gibraltar	182,529	Italy	273,453
Spain	101,530	Spain	174,970
Italy	96,108	Canada	148,171

MARKETS FOR DRY COD (continued).

From 1900-01 to 1905-06, Annual Mean.		For 1905-06.	
	Cwts.		Cwts.
British West Indies	81,261	British West Indies	68,226
Canada	78,351	Greece.....	66,724
United Kingdom	75,926	Gibraltar	51,409
United States	24,315	United Kingdom..	46,601
Colombia	1,592	American West Indies.....	20,450
Costa Rica.....	825	United States	19,208
American West Indies—5 yrs..	11,781	Malta	2,105
Greece—4 years	20,599	Colombia	1,341
Malta 4 years..	1,244	Costa Rica	1,214
		Canary Islands	1,122
		Hawaii	200
		Austria	69
		French West Indies	40
		Honduras	22
		Total.....	1,481,025

52. It will be noticed that both on the mean of the last six years, and on the results of last year, Portugal comes first on the list as to quantity, but only just before Brazil.

Gibraltar, which in recent years stood third in importance, has, in 1905-06, come to occupy the eighth place. It is a distributing centre only, not a consumption market.

The most striking change is, however, observable in the Italian market, which has grown in a very remarkable manner. The exports to Italy have been annually since 1900-01, in cwts., 6,500; 24,700; 52,892; 107,647; 111,447; 273,453. Such a speedy and extensive rise in an individual market is probably unprecedented. Italy, from the ninth place in exports in 1900-01, came thus to occupy the third position in 1905-06.

An interesting point in connection with this market will be found further on, where it is shewn that the export of Dry Cod from France to Italy, under the bounty system, was 140,998 cwts. in 1901, and only 50,108 cwts. in 1904.

The growth of the export to Greece has also been very satisfactory. There was no export to Greece in 1900-01, 1901-02, and only 800 cwts. in 1902-03; while it reached 66,724 cwts. in 1905-06.

The quantity of Dry Cod sent to the United Kingdom has been nearly stationary for the three last years, the average being 43,060 cwts., considerably less than half of what it had been during the three previous years.

The export to Canada is clearly increasing, though with considerable irregularity. It has risen from 21,921 cwts. in 1900-01 to 148,171 cwts. in 1905-06.

The quantity of Dry Cod shipped to the United States is insignificant, with a mean of 13,974 cwts. on the three last years; but last year's export was slightly better than the two previous years, viz.: 19,208 cwts.

53. The Table below gives a complete detailed list of the quantity and value of the Dry Cod exported to different countries from this Colony during the six years from 1900-01 to 1905-06.

The total Exports of Dry Cod to different countries have been as follows during the six fiscal years, 1900-01 to 1905-06 :—

Dry Cod Exports, 1900-01 to 1905-06.

COUNTRY.	1900-01.		1901-02.		1902-03.		1903-04.		1904-05.		1905-06.	
	Quantity Cwts.	Value. Dollars.	Quantity Cwts.	Value. Dollars.	Quantity Cwts.	Value. Dollars.	Quantity Cwts.	Value. Dollars.	Quantity Cwts.	Value. Dollars.	Quantity Cwts.	Value. Dollars.
United Kingdom	95,559	358,784	123,738	498,024	107,079	402,219	41,841	151,655	40,737	170,341	46,601	189,270
Canada	21,921	78,783	43,624	176,972	87,480	327,414	107,430	418,682	61,459	295,375	148,171	751,079
United States.....	37,594	154,749	32,261	145,007	34,115	141,562	13,642	62,219	9,072	50,587	19,208	117,025
Gibraltar	181,625	583,501	198,853	697,953	240,351	773,481	207,429	760,759	215,507	902,255	51,409	236,481
British West Indies.....	67,425	298,994	93,367	414,140	112,861	466,726	79,926	339,419	65,763	351,836	68,226	386,843
Italy	6,500	30,000	24,711	111,814	52,892	220,323	107,647	454,971	111,447	540,470	273,453	1,259,682
Spain	84,112	364,213	60,115	251,636	92,700	336,195	85,583	348,218	111,700	512,700	174,970	803,623
Panama	69	283	75	375	.....	.....	86	395	154	797	.....	.....
Austria.....	6	30	.....	.....	.....	.....	8	40	.....	.....	69	435
Costa Rica.....	183	1,038	129	640	220	890	1,141	5,405	2,066	10,871	1,214	7,217
Portugal....	276,647	1,187,626	333,130	1,452,929	388,225	1,603,431	377,924	1,713,535	322,287	1,799,552	304,203	1,847,463
Colombia.....	1,276	5,653	1,895	8,885	1,753	7,015	1,578	6,984	1,621	8,189	1,341	8,028
American West Indies.....	1,941	8,275	.....	.....	12,734	51,569	12,009	54,395	11,763	60,789	20,460	123,403
Brazil	458,249	2,099,981	367,398	1,710,665	297,301	1,294,795	315,112	1,578,149	236,553	1,369,584	301,487	1,848,964
S. West Indies.....	.....	.....	9,625	40,553	.....	.....	.....	.....	.....	.....	.....	.....
Cape Colony .....	.....	.....	30	120	275	1,100	1	5	.....	.....	.....	.....
Ecuador.....	.....	.....	5	25	.....	.....	.....	.....	.....	.....	.....	.....
Holland .....	.....	.....	.....	.....	28	132	.....	.....	.....	.....	.....	.....
Malta .....	.....	.....	.....	.....	460	1,820	840	3,770	1,570	8,016	2,105	12,750
Greece .....	.....	.....	.....	.....	800	4,400	12,040	43,852	3,632	18,886	66,724	264,458
Australia .....	.....	.....	.....	.....	.....	.....	3	17	.....	.....	.....	.....
Canary Islands .....	.....	.....	.....	.....	.....	.....	11	44	1,143	6,620	1,122	6,526
Buenos Ayres.....	.....	.....	.....	.....	.....	.....	122	539	.....	.....	.....	.....
Monte Video ..	.....	.....	.....	.....	.....	.....	.....	.....	40	200	.....	.....
French West Indies.....	.....	.....	.....	.....	.....	.....	.....	.....	300	1,550	40	240
Honduras .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	132
Hawaii.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	200	1,100
Totals.....	1,233,107	5,171,910	1,288,956	5,509,738	1,429,274	5,633,072	1,364,373	5,943,053	1,196,814	6,108,618	1,481,025	7,864,719

54. In the table that follows a complete list of the Mean Prices of the Dry Cod exported to each country respectively during the last Six Years is set forth.

The Mean Price of the Whole Export for each year has been, per cwt :—

1900-01	\$4.19
1901-02	4.27
1902-03	3.94
1903-04	4.37
1904-05	5.14
1905-06	5.31

That there is very considerable variation in the declared price is shewn by a comparison of the highest and lowest prices of each year.

	Highest Price per Cwt.	Lowest Prices per Cwt.
1900-01	\$5.67, Costa Rica.	\$3.21, Gibraltar.
1901-02	\$5.00, Costa Rica, Panama, Ecuador.	\$3.50 " "
1902-03	\$5.00, Greece.	\$3.21 " "
1903-04	\$5.00, Brazil, Austria, Cape, Australia	\$3.62, United Kingdom.
1904-05	\$5.79, Brazil.	\$4.18, United Kingdom, Gibraltar
1905-06	\$6.09, United States.	\$3.96, Greece.

55. Price of Codfish Exported to Different Countries during the Six years ending June 30th, 1906.

PLACE.	Price per cwt. or quintal, in dollars.						Mean Price for years given.
	1900-01	1901-02	1902-03	1903-04	1904-05	1905-06	
United Kingdom	\$3.75	\$4.02	\$3.75	\$3.62	\$4.18	\$4.06	\$3.89 on 6 years.
Canada	3.59	4.05	3.74	3.89	4.80	5.20	4.21 " "
United States	4.11	4.49	4.14	4.56	5.57	6.09	4.83 " "
Gibraltar	3.21	3.50	3.21	3.67	4.18	4.60	3.73 " "
British West Indies	4.43	4.43	4.13	4.22	5.19	5.67	4.68 " "
Italy	4.61	4.12	4.16	4.23	4.85	4.60	4.43 " "
Spain	4.33	4.18	3.62	4.06	4.59	4.55	4.22 " "
Panama	4.10	5.00		4.59	5.01		4.67 on 4 years.
Austria	5.00			5.00		6.32	5.44 on 3 " "
Costa Rica	5.67	5.00	4.04	4.73	5.26	5.94	5.11 on 6 " "
Portugal	4.29	4.36	4.13	4.53	5.58	6.07	4.83 " "
Brazil	4.58	4.65	4.35	5.00	5.79	6.13	5.08 " "
Malta			4.00	4.48	5.10	6.05	4.91 on 4 years.
Cape Colony		4.00	4.00	5.00			4.25 on 3 " "
Ecuador		5.00	4.00				4.50 on 2 " "
Greece			5.00	3.64	5.20	3.96	4.45 on 4 " "
Australia				5.00			5.00 on 1 year.
Canary Islands				4.00	5.70	5.82	5.17 on 2 years.
Buenos Ayres				4.42			4.22 on 1 year.
Monte Video					5.00		5.00 on 1 " "
Colombia					5.05	5.98	5.51 on 2 years.
A. W. Indies					5.17	6.05	5.61 on 2 " "
F. W. Indies					5.16	6.00	5.58 on 2 " "
Honduras						6.00	6.00 on 1 year.
Hawaii						5.50	5.50 on 1 " "

The Price of Dry Cod.

56. An inspection of the table under paragraph 50, will show that the rise in the price of the Dry Cod exported from this Colony has, on the mean of the annual export, been very remarkable, as is shewn perhaps more clearly by the figures below, which represent the price of Dry Cod per lb. for the last ten years.

Table of Mean Annual Price per pound of Dry Cod exported from 1896-7 to 1905-6 :—

	PRICE PER POUND.		Comparison : 2.22 cents = 100.00 (Price.)	Comparison : 1,135,817 cwts. = 100.00. (Quantity.)
	Cents.	Pence.		
1896-97	2.22	1.094	100.00	100.00
97-98	2.52	1.273	113.51	100.85
98-99	2.23	1.593	145.49	107.96
99-1900	3.74	1.844	168.46	114.50
1900-1901	3.74	1.844	168.46	108.56
01-02	3.81	1.877	171.62	113.48
02-03	3.52	1.785	158.55	125.83
03-04	3.90	1.902	175.67	119.77
04-05	4.55	2.243	204.95	105.37
05-06	4.74	2.337	213.51	130.39

From the above it is quite clear that the remarkable prosperity of the Cod Fishery during the last decade is much more due to advance in price than to increase of catch. The advance in price has on these figures been 113 per cent. in ten years ; while the increase in catch has been only 30 per cent.

Whether present prices will be maintained, or whether they may advance still further, is a matter of uncertainty ; for the causes that so largely influence both the quantity of fish obtained in these waters, and the price realised for that article, are at present but ill understood. In face of the facts that the populations in which the markets of the Colony are found are all increasing fast in numbers and in affluence ; that the domestic fisheries of those countries are not progressing in productiveness with the population ; that in the countries in which are found the principal markets a fish diet is inevitable for a part of the year ; and that the price of animal food of all kinds is rising in price, there would seem to be no reason to suppose that the price of the fish that form the chief article of export from this Colony will ever again sink to the figure of 1896-97, \$2.46 a cwt.

The market could probably be extended by improved methods of "cure," to which it is clear careful attention should be given. The system of examination of food exports by Government Inspectors, a procedure that has elsewhere been found of such singular utility, will doubtless sooner or later be adopted here in order to

give a better guarantee of the quality of the export. One thing is certain, that the fishery of this Colony has by no means reached its full development.

57. It would appear from the latest obtainable official data that the Customs Dues on Fish are at the rates mentioned below in the different countries specified :—

COUNTRY.	RATE OF DUTY.
Austria-Hungary	Dry Cod, 3s. $\frac{1}{2}$ d. per cwt. ; Lobster in tins, £1 16s. per cwt.
Belgium	Dry Cod, free ; tinned, 6s. 1d. per cwt.
Brazil	Dry Cod, at the rate of 60 Reis per Kilo. ; of which amount 65 per cent. is payable in paper and 35 per cent. in gold. Thus one drum of fish 128 lbs. = 58.5 Kilos at 60 Reis = Rs. 3.510, of which 65 per cent. in paper = Rs. 2.281, 35 per cent. in gold = Rs. 1.228 @ 27s. = 2s. 9d. at 15 $\frac{1}{2}$ per cent. exchange = <u>2.200</u> Rs. 4.481 at 15 per ct. Excge = 5s. 9 $\frac{1}{2}$ d.
Bulgaria	Cod, Dry or Salted, 10s. 2d. per cwt. ; preserved, £14 2s. 2d. per cwt.
China	Dry Cod, 10.19d. per cwt.
Denmark	Dry Cod, 7s. 1 $\frac{1}{2}$ d. per cwt.
France	Dry Cod, 19s. 6d. per cwt.
Germany	Dry Cod, 1s. 6 $\frac{1}{4}$ d. per cwt. ; Shellfish in tins, £1 10s. 6d. per cwt.
Greece	Dry Cod, 1s. 7 $\frac{1}{4}$ d. per cwt. for Newfoundland fish.
Holland	Dry Cod, Salted, &c., free ; hermetically sealed, 21s. 2d. per cwt.
Italy	Cod, Dry, 2s. 0 $\frac{1}{2}$ d. per cwt.
Japan	Cod, Dry, 1s. 2 $\frac{3}{4}$ d. per cwt.
Norway	Cod, Smoked, Salted, 22s. 7d. per cwt.
Persia	Free.
Portugal	Dry Cod (8s. 5d. to 8s. 9d. Consular advice) 8s. 11d. per cwt.
Roumania	Dry Cod, 4s. 0 $\frac{3}{4}$ d. per cwt.
Russia	Dry Cod, 4s. per cwt.
Spain	Stock and Codfish, 9s. 9d. per cwt. Salt, Smoked, 4s. 10 $\frac{1}{2}$ d. per cwt.
Sweden	Fish Salted and Preserved, free.
Switzerland	Fish Dried, Salted, &c., 4 $\frac{3}{4}$ d. per cwt.
Turkey	Fish of all kinds. 8 per cent. <i>ad valorem</i> .
United States	Dry Codfish, $\frac{3}{4}$ cent per lb.
do	Dry Codfish, skinned or boned, 1 $\frac{1}{4}$ cents per lb.
do	Salted Codfish, not dry, $\frac{3}{4}$ cent per lb.
do	Herring, pickled or salted, $\frac{1}{2}$ cent per lb.
do	Herring, fresh or frozen, $\frac{1}{4}$ per lb.
do	Salmon fresh, pickled or salted, 1 cent per lb.
do	Trout, Pickled, $\frac{3}{4}$ cent per lb.

58. The following list of Import Duties on Fish of different kinds are levied

IMPORT DUTIES ON FISH--(Continued).

COLONIAL POSSESSIONS.	FISH—CLASSIFICATION.	TARIFF RATES OF DUTY.
St. Lucia	Fish, fresh, or fish in ice	£ s. d. Free.
	Pickled :	
	Salmon	0 5 0
	Other pickled fish.....	0 2 6
	Salted or dried fish.. ..	0 2 0
St. Vincent.....	Fish, fresh	Free.
	" smoked, dried, or salted.....	0 1 0 (c)
	" pickled.....	0 1 0 (c)
Straits Settlements.....	All kinds.....	Free.
Trinidad and Tobago.....	Fish of all kinds	Free.
Tark's and Caicos Islands	All kinds.....	Free.
Virgin Islands.....	Fish, fresh, or on ice.....	Free.
	" dried or smoked	0 4 2
	" pickled :	
	Salmon.....	0 8 0
	Mackerel	0 3 0
	Other pickled fish.....	0 2 6

(c) With an additional charge of 10 per cent. on the amount of duty leviable at the rate given.

59. According to the "Annuaire des Iles Saint-Pierre et Miquelon," for 1906, the Bounties given by the Government of France in connection with the Cod Fishery, are :—

I.—BOUNTY ON OUTFIT.

(a) Fifty francs for each member of the crew on a vessel that dries its fish on the Coast of Newfoundland ; at Saint-Pierre et Miquelon ; or on the Great Bank of Newfoundland.

Vessels of this class have an establishment at Saint-Pierre where they dry their own fish, by their own hands.

For vessels of this category the decree of 17th February, 1894, has fixed the following as the minimum of the crew that will entitle to the bounty :—

Twenty-five men of a crew for vessels of 142 tons and upwards.

Twenty men for vessels from 90 to 142 tons.

Fifteen men for vessels below 90 tons.

These vessels are generally from St. Malo and Granville.

(b) Thirty francs for each man of the crew of a vessel on the Great Bank of Newfoundland when such vessel does not dry its fish.

These vessels may have such crew as the owner or master chooses to employ. They have to bring to France the whole produce of their fishing. They may, however, tranship their fish at St. Pierre into an ocean-going vessel, or deposit it temporarily at Saint Pierre. They come generally from Dieppe and Fécamp.

II.—BOUNTY ON THE PRODUCTS OF THE FISHERY.

60. (a) Twenty francs the metric quintal (220½ lbs., or about 8s. 0½d. per cwt. avoirdupois) on Dry Cod from the French fishery, whether shipped directly from the fishing grounds or exported from establishments in France, and consigned to the French Colonies of America, India, the West Coast of Africa, and other trans-Atlantic countries, provided that it is landed in a port where there is a French Consul.

(b) A bounty of Sixteen francs the metric quintal (or about 6s. 5¾d. per cwt.), on Dry Cod exported direct from the fishing grounds, or from a French port, and consigned to European countries and Foreign States on the shores of the Mediterranean, excepting Sardinia and Algeria.

(c) A bounty of Sixteen francs the metric quintal on Dry Cod, of French catch, when exported from a French port without having been stored there, to the French Colonies of America, India and other trans-Atlantic countries.

(d) A bounty of Twelve francs the metric quintal (or about 4s. 10½d. per cwt.) on Dry Cod of French catch, shipped direct from the fishing grounds or from a port of France to Sardinia or Algeria.

(e) A bounty of Twenty francs the metric quintal on the Cod Roe which the fishermen bring to France from the produce of their fishing.

The bounty on Outfit is paid on only one voyage in one season.

The bounty on products of the fishery is paid only on Cod that is passed as fit for human food in the country to which it has been consigned.

This Bounty System will remain in force till the 30th June, 1911.

Since 1881 the Outfit Bounty of 50 francs a man has been paid to those engaged in the inshore fishery (*la petite pêche*) on condition that the fishery covers 120 days, between the 1st April and the 30th Sept.

The fishing schooners fitted out at Saint Pierre are also accorded the Outfit Bounty, which can be paid in the Colony.

All products of the Cod Fishery prepared elsewhere than in French Possessions are held to be foreign produce, and their introduction into the Colony of Saint-Pierre is prohibited. Prohibitive duties of 48 francs and 60 francs a hundred kilos prevent the introduction of other than French caught Cod into France.

The Saint Pierre schooners numbered 101 in 1905. They are generally less than 90 tons, and always dry their fish. Each has six dories, with a crew of 16 men, of which there are two for each dory.

The boats used for the inshore fishery at Saint-Pierre must, to entitle them to the bounty, be manned by at least two, or by not more than three, men.

Products of the Fishery Exported from Saint-Pierre in 1905 amounted to 6,036,456 francs, or £241,458.

61. The total sums paid on these Bounties appear to have been as follows :—

1889	4,741,625 francs
1900	5,552,370 "
1901	5,576,382 "
1902	5,875,971 "
1903	4,443,591 "
Mean	5,237,988 " , or £209,515.

62. The table below shews the Quantities and Destinations of Bounty fish of French catch, exported from 1899 to 1904 :—

COUNTRY.	1899	1900	1901	1902	1903	1904
	Cwts.	Cwts.	Cwts.	Cw's.	Cwts.	Cwts.
Algeria	21,936	26,642	27,109	25,236	25,928	24,328
Spain	181,028	264,436	236,271	291,633	200,687	73,929
Portugal	4,390	3,612	1,264	4,034	12,739	4,119
Italy	104,444	115,051	140,998	134,219	84,899	50,109
Greece, Turkey, The } Levant and Barbary }	28,543	36,732	38,058	43,169	31,597	17,309
Foreign American States	1,119	3,298	4,284	3,676	4,109	3,510
Total	389,899	503,555	508,882	553,181	418,125	221,638

Labrador Fishery.

63. It may be convenient to indicate here the Labrador shipments of Dry Cod. The records are not at present complete, but an estimate sufficiently accurate for practical purposes can be obtained from the following figures :

The average annual export of Dry Cod shipped outwards direct from Labrador was :—

For the Five Years.	Cwts.	
1860 to 1864	192,057	
1873 to 1877	300,854	
1878 to 1882	371,681	
1885 to 1889	216,434	
1890 to 1894	257,314	
1895 to 1899	221,150	
1900 to 1904	219,948	
1904-05	342,219.....	\$1,237,329
1905-06	250,887.....	1,030,432

The returns for the intervening years are incomplete. These figures are included in the attached tables showing the total trade of the Colony. The above gives the mean annual direct export of dry cod from Labrador, on a period of thirty-seven years, as 256,494 cwts.

The direct exports of dry cod from Labrador last year were to the following destinations :—

Gibraltar (for orders).....	43,221 quintals.....	\$174,244
Italy	101,029 “	423,670
Spain	56,322 “	228,230
United Kingdom.....	23,189 “	93,792
Greece	21,002 “	85,376
Portugal	3,909 “	15,636
Canada	2,215 “	9,484
	<hr/>	
	250,887 “	\$1,030,432

The total direct exports from Labrador last year were :—

Dry Codfish.....	250,887 quintals	\$1,030,432
Salmon	847 tierces	16,517
Trout	53 barrels.....	296
Cod Oil.....	28 tuns.....	1,536
Seal Oil	20½ tuns.....	1,482
Seal Skins	163	163
Herring	103 barrels.....	420
Dried Caplin	35 barrels.....	105
Feathers	325 pounds	65
Furs .....	.....	35,034
Sundries .....	.....	5
		<hr/>
		\$1,086,055

Probably 150,000 cwts. of dry cod was brought from Labrador to Newfoundland in addition to the above.

Bank Fishery.

64. A question of much interest and importance is presented by the proportion that the Bank fishery from this Colony bears to the total export of dry cod. The following figures throw some light on this question, showing the extent of the Bank fishery and its results.

RETURN OF BANK COD FISHERY FROM 1889 TO 1904.

Year.	Crews.	No. of Vessels.	Tonnage.	Average Catch.		Bank Catch.	Per cent. of Total Exports of Dry Cod.
				Per Vessel	Per Man.		
				Cwts.	Cwts.	Cwts.	Per cent.
1889	4,401	230	18,890	1,029	53	236,821	20.1
1890	3,719	279	15,212	530	39	147,948	13.7
1891	2,175	165	9,838	628	47	103,688	9.9
1892	1,392	100	6,270	904	64	90,467	9.5
1893	957	71	4,409	823	61	58,494	7.4
1894	785	58	3,516	940	69	54,541	4.6
1895	565	43	2,537	1,092	83	46,984	4.2
1896	616	48	2,652	1,141	88	54,802	3.8
1897	872	66	3,684	890	67	58,762	5.1
1898	1,000	74	4,222	1,000	74	74,002	6.4
1899	1,163	90	4,722	1,082	83	97,399	7.9
1900	1,400	112	5,757	1,038	83	116,278	8.9
1901	1,531	118	6,282	964	74½	113,841	9.2
1902	1,444	110	5,964	1,181	90¾	131,102	10.1
1903	1,386	100	5,529	893	64½	89,321	6.2
1904	1,215	87	5,039	814	58½	70,872	5.2
1905	1,161	83	4,838	859	61½	71,329½	5.95
1906	1,378	97	5,783	774	54½	75,153	5.07
Mean of last seven years }	1,359	101	5,599	932	69½	95,414	7.23

The mean price of dry cod during the seven last years was \$4.49, which would give an average yield per man to the Bank fishermen of \$312.05 a year.

The figures for the last four years would seem to indicate a somewhat serious falling off in the Bank fishery, both absolutely, and relatively to the total export. The reason for the present condition of the Bank fishery is worthy of close attention.

65. The connection of this Colony with the Bank fishery has not on the whole been a happy one. Foreign nations saw that this open-sea fishery would be of immense value to them as a source of food and wealth, but of perhaps still greater importance as furnishing real seamen when they should be required to man the national fighting fleet. It was cheaper to pay large bounties to these fishermen than to employ them permanently as seamen in the Royal Navy of France. Several times during war, however, as for example from 1793 to 1815, British fishermen had a practical monopoly of the Bank fishery, when, as may be seen from Table VII. of my Report Cd. 2,480, 1905, prices reached the highest mark they

have ever attained, \$7.91 per cwt. On the conclusion of peace, when French and American fishermen were able to return to the Banks, the bounty system was resumed by their Governments and pushed to such an extent that by 1847 they had practically forced the Newfoundland fishermen to confine themselves to the inshore fishery. It was reported to the King of France in 1828 that the bounty paid annually at that date to the French fishery was £125,000. In 1848 there were on the Banks 360 French vessels of from 150 to 300 tons, with from 16,000 to 17,000 men, furnishing a catch of 1,200,000 cwts. The American fleet was at least as large; and Newfoundland was not represented. The United States was then paying a bounty of 20s. a ton, and giving besides a highly protected market. The bounty system kept the vessels of this Colony off the Banks till 1876, when a timid experiment was made by fitting out four vessels. In 1887 the number rose to seven vessels; in the following year to ten; and in 1889 to twenty-eight vessels.

The Bank fishery may in its commercial aspects continue to be attractive; but the revolutionary nature of the change that have taken place in the work and training of men for modern ships of war must have greatly reduced the value of the Bank fishery as a training ground for seamen. It will probably be found possible for this Colony to take up before long the share in the fisheries on the Banks that should properly belong to it.

Local Manufactures.

66. It is to be regretted that figures do not exist to show what is the real condition of the Colony with regard to Local Manufactures. These, even in their present state of development, already have a large influence on the imports of certain articles, but principally in importing the raw material instead of manufactured goods. As much as \$30,000 or more is paid away as wages a year in a single manufactory. Much intelligence and enterprise has been displayed in several of the manufactures now in operation, and there can be no doubt as to the excellence of the quality of many of the goods turned out, such as Leather, Ropes and Twine, Soap, Waterproofs, Boots and Shoes, Biscuits, Soap and Candles. These establishments are of the greatest use in supplying employment, in stimulating enterprise, and in fostering national life.

Although complete returns are not available, the following may be mentioned as having been manufactured during 1906, it being, however, understood that the figures are not complete:—

Aerated Waters—55,428 dozens, valued at	\$24,740
Bed Furnishings	18,000
Furniture	12,775
Leather—36,052 sides; 3,814 skins.	131,710
Nails—281 tons	19,200
Clothing—113,945 pieces	206,500
Rope, twine, nets and lines	308,000

Soap and Candles—21,000 boxes	\$50,240
Boots and Shoes—pairs, 167,320	299,315
Waterproofs—47,790 pieces	41,000
Tobacco—324,766 lbs ; Cigarettes—807,000.....	86,029
Biscuits and Ships' Bread—8,025,000 lbs.....	346,352
Confectionery—535,000 lbs	64,200
Jams—25,000 lbs	2,000
Fruit Syrups—3,000 doz.....	5,500

The above items amount to a total production from Local Manufactures of..... \$1,615,561

67. To any person that peruses the Export Tables of this Colony it cannot but appear remarkable that so very little is done in preserving different products of the fishery, instead of exporting the material in the present crude forms, nearly always fresh or salted.

The following seems to represent all the Preserved Fish Exports of the last four years :—

	1902-3	1903-4	1904-5	1905-6
Salmon	\$653	\$1,117	\$1,203	\$660
Lobster	387,466	410,405	512,662	376,490
Cod Fish .....	.....	.....	496	3,550
Total	\$388,119	\$411,522	\$514,361	\$380,700

There can be no doubt that there is before this Colony a great future in preserving fish.

68. Probably the finest fish found in these waters is the Caplin, a small and beautiful greenish, silvery fish, a deep-sea member of the Salmon family, called by the Spaniards Anchova, by the Portuguese Capelina, by the French Caplin. It is of excellent flavour, free of bone, and so abundant as to be largely used as manure. It is said that this fine fish cannot be canned ; that experience has proved this. That experiments carried out with skill and perseverance will eventually demonstrate the contrary, may be confidently expected. Caplin has been exported as below during the four last years, as expressed in barrels.

1902-03	409 barrels.
1903-04	458 "
1904-05	509 "
1905-06	766 "

If Caplin can be exported in barrels, it will surely be found possible to pre-

serve it in tins, either wet or dry, or in the form of paste, in which it might rival or surpass the anchovey, which it excels in flavour.

69. Last year 2,467 barrels of Cod Roes were exported, and none preserved. Apart altogether from the preparation of this article in the form required as human food, there is its use as Sardine Bait, which is well worth the attention of the merchants of this Colony. The consumption of this product has at least doubled in Spain in five years, and now amounts to some 15,000 barrels a year, and the price last year was as much as 275 francs a barrel. The Norwegian production of this bait has fallen from 41,000 to 28,000 barrels, and has diminished in absolute quantity in the inverse ratio in which it is required for the Sardine fisheries of France, Spain and Portugal. Formerly the price was 36 francs a barrel, a figure it is not in the least likely to be reduced to again. There is, it appears, a considerable import of Cod-roe bait into France from Gloucester, U.S. The Cod-roe from the French fishery in these waters, and from Iceland, receives in France a bounty on import of 20 francs on each 100 kilogrammes. It is insufficient in quantity for the French sardine fishery.

70. It will have been noticed from what precedes that a beginning, not on a large scale it is true, has been made in preserving the flesh of the Cod. Already the article turned out is of excellent quality, which, when it becomes known, should meet with a ready market.

Last year 146,032 barrels of Herring were exported from the Colony; none were preserved. There can be no doubt as to the excellent quality of the herring. They are caught under circumstances as to time and place that are so highly favorable to preserving that it appears strange that this industry, which is so much required, has not been already established.

That those engaged in the fisheries of the Colony have an aptitude in preserving fish is clearly demonstrated by the excellent manner in which they turn out the preserved Lobster, which could hardly be surpassed. This Lobster Industry is on a scale sufficiently large to enable one to predict that the canning industry will eventually come to be of great importance in the fisheries of this Colony.

Tables.

71. Table I. to this report shows, in figures, the Total Trade of the Colony, Imports and Exports, from 1888 to 1906, with the United Kingdom, Canada, the United States and elsewhere. It gives also the Percentage Distribution of the total trade for each one of the eighteen years dealt with. The movements of the total trade are shown in graphic form at the end of the report.

Table II. shows the value and the imports of the unspecified goods imported during the four last years, divided as to origin; but leaving the articles unclassified.

Table III. gives a complete list of the Specified Imports for the four last fiscal

years, showing the value of the several imports from the United Kingdom, Canada, the United States, and from elsewhere. This is also represented in graphic form for the eighteen years, at the end of the report.

Table IV. sets out fully the Food Imports into this Colony during the four years last past, following the same division and arrangement that was adopted in the case of general imports.

Table V. shows fully the value of the different classes of Exports from the Colony during the four last years, on the same plan as that applied to the imports. Exports on that distribution are represented in graphic form at the end of the report.

WM. MACGREGOR.

TABLE I.—Total Trade, Imports and Exports, for Newfoundland expressed

Year.	Total Trade.				United Kingdom.	
	Imports.	Exports.	Total.	Per ct.	Imports.	Exports.
	\$	\$	\$		\$	\$
1888	7,420,400	7,396,053	14,816,453	100.0	3,265,229	2,372,429
1889	6,607,065	6,854,279	13,461,344	90.8	2,653,152	2,055,586
1890	6,368,855	6,099,686	12,468,541	84.1	2,174,524	1,514,131
1891	6,869,458	7,437,158	14,306,616	96.5	2,341,706	1,966,581
1892	5,012,877	6,386,974	11,399,851	76.9	1,867,455	1,769,749
1893	7,572,569	6,280,912	13,853,481	93.5	2,680,853	1,308,650
1894	7,164,738	5,811,169	12,975,907	87.5	2,538,942	1,347,425
1895-6	5,986,861	6,638,187	12,625,048	85.2	1,875,754	1,727,852
1896-7	5,938,334	4,925,789	10,864,123	73.3	1,960,999	1,347,273
1897-8	5,188,863	5,226,933	10,415,796	70.2	1,519,253	1,355,920
1898-9	6,311,245	6,936,315	13,247,560	89.4	1,935,025	1,443,266
1899-1900	7,497,147	8,627,576	16,124,723	108.8	2,224,353	1,942,093
1900-1	7,476,503	8,359,978	15,836,481	106.9	2,328,622	1,831,941
1901-2	7,836,685	9,552,524	17,389,209	117.3	2,244,178	2,104,932
1902-3	8,479,944	9,976,504	18,456,448	124.5	2,143,464	2,173,090
1903-4	9,448,664	10,381,897	19,830,561	133.8	2,479,138	1,993,195
1904-5	10,279,293	10,669,342	20,948,635	141.3	2,654,908	1,940,945
1905-9	10,414,274	12,086,276	22,500,550	151.8	2,651,196	1,662,612

in value, with origin and destinations, for the Eighteen Years 1888-1906.

Canada.		United States.		Elsewhere.		Percentage of Total Trade.			
Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	U. K.	Can.	U. S.	Else- where
\$	\$	\$	\$	\$	\$				
2,041,144	528,635	1,602,138	349,732	511,889	4,145,257	38.0	17.3	13.1	31.4
2,076,258	567,903	1,615,143	485,202	262,512	3,745,588	34.9	19.6	15.6	29.7
2,423,319	631,104	1,247,754	452,100	523,258	3,502,351	29.5	24.5	13.6	32.2
2,499,945	794,844	1,526,674	580,577	501,133	4,095,156	30.1	23.0	14.7	32.1
1,981,466	213,913	966,261	700,003	197,695	3,703,309	31.9	19.2	14.6	34.3
2,886,901	619,611	1,665,227	648,452	339,588	3,704,199	28.8	25.5	16.7	29.0
2,643,032	763,569	1,577,060	678,437	405,704	3,021,738	29.9	26.5	17.3	26.7
2,231,641	638,741	1,473,721	489,027	405,745	3,782,567	29.3	22.7	15.5	23.1
1,593,931	478,110	2,135,008	533,518	248,396	2,564,888	30.4	19.0	24.4	25.9
1,823,238	482,512	1,671,134	427,478	175,238	2,961,023	27.6	22.1	20.1	30.1
2,088,093	541,727	1,928,834	620,056	359,293	4,331,266	25.5	19.8	19.2	36.1
2,805,490	520,137	1,993,505	1,005,525	473,799	5,159,821	25.8	20.6	18.5	34.9
2,489,499	711,746	2,088,465	884,068	569,917	4,932,223	26.2	20.2	18.7	34.7
2,612,042	1,046,109	2,501,806	1,207,461	478,659	5,194,022	25.0	21.0	21.3	32.6
2,869,898	1,102,659	2,920,914	1,357,031	545,668	5,343,724	23.3	21.5	23.1	31.8
3,423,225	1,102,708	2,991,002	1,470,497	555,279	5,814,697	22.5	22.8	22.5	32.1
4,105,569	1,135,848	2,750,114	1,418,624	768,702	6,173,925	21.9	25.0	19.9	33.1
3,521,939	1,777,169	3,609,192	1,278,997	631,947	7,367,498	19.2	23.1	21.8	35.5

TABLE II.—Value of Unspecified Imports into Newfound-

IMPORTER.	TOTALS.				UNITED KINGDOM.			
	1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
Anglo American } Telegraph Co. }	\$5,140	\$4,604	\$3,805	\$5,278	\$2,504	\$2,265	\$1,929	\$2,455
Army and Navy	20,355	21,724	27,876	44,350	9,970	16,474	21,397	42,107
Brigades	1,644	2,126	2,334	3,734	1,367	965	1,756	3,185
Charities	4,511	3,384	3,852	1,654	2,811	1,948	2,140	915
Consuls' Use		58	329	35		3	300	
Deep Sea Mission	6,752	3,562	9,072	3,131	4,540	2,013	7,692	1,398
Government	38,768	44,674	55,676	39,172	16,467	19,371	21,061	18,634
Municipal	5,150	11,134	14,146	16,032	2,463	5,658	3,081	8,658
Railway	1,028				75			
Religious Purposes	10,385	39,615	23,561	36,619	4,436	30,446	6,949	20,325
Settlers' Effects	28,638	26,667	29,472	29,065	3,907	2,158	2,812	4,008
Tourists' Outfits.....	2,558	65	200	20	1,005			
Unenumerated	5,755	6,957	7,135	5,442	1,433	2,652	3,366	2,205
Total	\$140,902	\$166,910	\$177,458	\$184,532	\$60,950	\$86,002	\$72,483	\$103,890

land from 1902-03 to 1905-06, Importers and Origin.

CANADA.				UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$305	\$153	\$106	\$820	\$2,331	\$2,186	\$1,770	\$2,003	.....	.....	.....	.....
6,719	3,243	3,577	1,982	1,248	1,490	2,688	261	\$418	\$517	\$214	.....
235	219	108	285	42	942	470	264	.....	.....	.....	.....
1,536	989	1,178	467	151	389	534	269	13	58	.....	\$3
.....	5	.....	5	.....	50	29	30	.....	.....	.....	.....
1,431	998	492	709	781	551	888	1,024	.....	.....	.....	.....
5,641	8,864	23,147	6,886	16,660	16,439	11,468	13,625	.....	.....	.....	27
1,377	1,891	6,987	2,945	1,310	3,585	1,523	2,538	.....	.....	2,555	1,891
938	.....	.....	.....	15	.....	.....	.....	.....	.....	.....	.....
1,913	3,486	4,530	9,837	2,699	5,001	8,903	6,022	1,337	682	3,179	435
18,858	15,824	21,584	18,280	5,239	7,718	4,938	6,535	634	967	137	242
1,296	.....	.....	.....	257	65	200	20	.....	.....	.....	.....
947	1,083	1,271	1,415	3,338	3,160	2,340	1,787	37	62	158	35
\$43,336	\$36,979	\$62,980	\$43,631	\$34,071	\$41,576	\$35,752	\$34,378	\$2,544	\$2,353	\$6,243	\$2,633

TABLE III. -Value of Imports into Newfoundland for the

ARTICLES.	TOTALS.	
	1992-3	1903-4
Acids	\$4,972	\$2,152
Admiralty Charts.. ..	592	587
Advertising	7,246	8,416
Aerated Waters.....	1,426	2,163
Agricultural Implements	5,197	8,267
Ales	5,790	7,218
Anchovies	752	795
Animals.....	129,730	162,364
Apparel	215	88
Apples	32,725	42,836
Artificial Limbs	1,162	1,002
Asbestos	2,598	4,141
Bags	442	184
Baking Powder	327	269
Bark	13,531	15,817
Barley	42	20
Baths.. ..	1,238	1,532
Beans	14,076	18,911
Belting.....	10,832	18,035
Bicycles	1,557	1,953
Billiards	276	502
Biscuits.. ..	7,808	7,985
Blocks	2,686	2,284
Boiler Plates	32,291	15,071
Books	37,878	38,188
Bows and Springs.....	2,512	5,387
Brick	3,054	2,612
Brin	6,466	5,824
Brooms.. ..	311	60
Brushes.....	6,193	9,449

Four Years 1902-03 to 1905-06, with Places of Origin.

TOTALS.		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$1,662	\$1,719	\$311	\$464	\$391	\$611
789	1,117	502	577	780	1,106
11,402	9,098	1,197	1,902	1,334	1,564
2,758	2,659	1,341	1,988	2,033	2,400
8,031	7,463	1,506	1,973	1,929	1,858
8,742	9,582	5,585	6,722	7,437	7,365
9,268	1,621	521	412	1,213	1,323
132,476	134,343	4	54	.....	786
1,381	551	185	10	7	309
37,948	39,579	39	6	.....	5
1,276	1,464	.....	.....	81	4
7,820	2,540	171	760	680	336
4,144	18,220	.....	.....	1,403	5,677
248	219	.....	.....	.....	.....
12,176	15,115	4,917	5,633	6,140	8,373
81	59	20	.....	2	38
2,257	2,860	176	378	625	339
16,376	15,931	236	1,457	768	567
13,782	8,120	1,038	877	2,151	438
1,859	1,480	23	90	354	170
1,051	1,749	199	267	895	1,520
7,063	10,253	1,766	1,395	3,392	3,351
2,576	3,165	168	217	94	164
19,463	7,651	23,674	10,001	13,367	4,982
49,507	49,219	20,019	21,043	25,664	29,115
2,868	3,683	534	555	250	462
3,724	4,143	1,213	1,825	2,253	1,043
6,334	4,794	6,466	5,824	6,334	4,794
600	485	7	0	5	6
8,901	10,502	2,113	2,096	2,262	2,959

TABLE III.--Value of Imports into Newfoundland for the Four

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Acids	\$1,510	\$164	\$405	\$369
Admiralty Charts.....	90	10	.....	11
Advertising	4,535	4,861	6,159	5,506
Aerated Waters..	29	54	200	138
Agricultural Implements.....	1,291	2,402	2,151	2,590
Ales	19	299	98	53
Anchovies.....	22	126	7,874	64
Animals.....	129,650	162,160	131,446	133,298
Apparel	30	57	826	225
Apples.....	24,343	36,551	32,555	34,117
Artificial Limbs	20	10	182	.....
Asbestos	649	730	5,215	1,625
Bags	442	153	2,494	6,403
Baking Powder.....	327	148	248	219
Bark..	2,950	3,190	709	2,293
Barley	22	20	9	21
Baths	120	192	50	598
Beans	3,852	6,080	4,900	3,407
Belting	2,342	4,334	4,039	2,785
Bicycles	219	242	347	178
Billiards	45	25	5	45
Biscuits	4,663	3,664	2,211	5,418
Blocks..	520	125	27	323
Boiler Plates	2	872	546	25
Books.....	8,210	8,861	6,854	10,442
Bows and Springs	711	2,659	1,834	2,096
Brick	1,681	645	1,098	2,555
Brin .....	.....	.....	.....	.....
Brooms	47	44	64	78
Brushes	2,879	5,720	4,718	5,605

Years 1902-03 to 1905-06, with Places of Origin.— (Continued).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$3,106	\$1,474	\$866	\$646	.....	\$50	.....	\$93
.....	.....	9	.....	.....	.....	.....	.....
1,514	1,639	3,907	2,014	.....	14	\$2	14
56	115	523	68	.....	6	2	53
2,400	3,889	3,921	2,962	.....	3	30	53
186	147	1,163	2,164	.....	.....	44	.....
131	257	181	169	\$78	.....	.....	65
26	.....	958	186	50	150	72	73
.....	21	545	17	.....	.....	3	.....
8,297	6,258	5,338	5,412	46	21	55	45
1,142	992	1,013	1,440	.....	.....	.....	.....
1,778	2,642	1,908	579	.....	.....	17	.....
.....	31	125	6,000	.....	.....	122	140
.....	121	.....	.....	.....	.....	.....	.....
5,654	6,964	5,318	4,446	10	30	9	3
.....	.....	70	.....	.....	.....	.....	.....
942	960	1,582	1,923	.....	2	.....	.....
178	234	296	1,390	9,810	11,140	10,412	10,567
7,452	12,824	7,592	4,897	.....	.....	.....	.....
1,297	1,621	1,147	1,086	18	.....	11	46
32	210	151	184	.....	.....	.....	.....
1,369	2,921	1,458	1,480	10	5	2	4
1,992	1,940	2,442	2,672	.....	2	13	6
8,137	3,131	5,550	2,480	478	1,067	.....	164
9,649	8,115	16,930	9,519	.....	169	59	143
1,267	2,173	782	1,125	.....	.....	2	.....
9	128	372	539	157	14	1	6
.....
257	16	529	401	43	.....	2	.....
1,158	1,610	1,296	1,910	.....	23	25	28

TABLE III.—Value of Imports into Newfoundland for the Four

ARTICLES.	TOTALS.	
	1902-3	1903-4
Butter	\$117,360	\$119,574
Butterine material .. .	3,186	3,066
Cabbage.....	4,532	7,459
Cabinetware.....	34,065	45,174
Cake .. .	251	121
Candles .. .	3,127	2,586
Canoes .. .	697	1,429
Coins .. .	671	810
Canvas .. .	38,412	42,061
Carriages .. .	1,999	2,229
Casings .. .	179	.....
Casks and Barrels.....	7,669	6,741
Cement .. .	9,008	15,743
Cheese .. .	29,149	36,682
Chemicals .. .	557	956
*Cane .. .	.....	.....
Chewing Gum .. .	1,406	1,575
Chicory .. .	219	217
China and Earthenware.....	31,636	34,902
Cider .. .	53	9
Clocks and Watches .. .	14,037	17,607
Coal .. .	426,639	512,355
Coffee .. .	7,624	7,690
Corn .. .	27,444	127,009
Coke .. .	728	63
Combs .. .	3,750	3,747
Confectionery .. .	12,087	17,333
Copper for Paint.....	1,070	1,211
Cordage .. .	52,477	60,098
Corn Brooms .. .	1,619	2,619

Years 1902-03 to 1905-06, with Places of Origin.—(Continued)

TOTALS.		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$116,788	\$140,031	\$898	\$467	\$2,195	\$1,197
4,022	3,748	1,809	1,942	2,691	2,163
6,929	9,209	.....	.....	.....	.....
51,123	65,588	8,377	10,474	9,719	13,393
129	190	200	120	129	185
3,397	3,061	1,184	884	1,335	752
1,254	1,351	161	90	.....	.....
918	36	.....	.....	.....	.....
51,032	62,891	7,426	8,748	6,775	5,600
2,836	2,475	.....	5	.....	74
.....	310	.....	.....	.....	.....
9,386	4,354	116	320	165	32
11,727	10,055	2,747	4,439	2,533	1,440
36,915	39,688	585	609	724	522
1,122	1,194	557	854	549	719
.....	40	.....	.....	.....	.....
1,598	1,620	.....	39	105	40
41	139	219	217	40	139
40,794	36,293	25,671	29,498	34,831	31,157
14	69	11	7	2	51
18,655	21,260	4,313	5,259	6,297	8,509
515,915	526,627	80,448	125,289	66,461	43,952
7,031	6,676	6,262	6,417	5,856	5,403
258,102	91,421	531	468	132,507	474
.....	.....	380	.....	.....	.....
5,149	5,917	2,919	2,719	4,205	4,676
18,020	20,654	6,700	10,084	11,456	11,817
2,356	3,274	720	1,097	1,105	2,774
47,467	47,356	37,818	42,308	29,555	33,955
3,493	3,229	.....	.....	.....	.....

TABLE III.—Value of Imports into Newfoundland for the Four

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Butter	\$84,986	\$100,794	\$91,529	\$60,325
Butterine material		36	46	
Cabbage.....	838	1,377	1,912	1,970
Cabinetware.....	22,757	30,003	35,831	44,843
Cake	47	1		5
Candles	186	497	404	516
Canoes	376	202	447	862
Coins	671	780	918	36
Canvas	7,545	16,771	18,343	26,648
Carriages	1,004	1,192	1,321	926
Casings	29			30
Casks and Barrels.....	3,240	2,916	5,917	4,056
Cement	957	399	812	1,953
Cheese	27,363	35,630	36,084	38,954
Chemicals				
*Cane				
Chewing Gum	955	989	1,032	1,187
Chicory				
China and Earthenware.....	3,128	3,173	2,395	1,470
Cider			12	16
Clocks and Watches	2,211	1,740	1,781	1,991
Coal	330,617	342,614	389,870	405,781
Coffee	300	148	88	643
Corn	27,101	134,417	125,510	90,752
Coke	348	2		
Combs	294	209	93	113
Confectionery	1,005	1,124	1,080	1,976
Copper for Paint.....		114		
Cordage	5,819	3,968	4,920	5,565
Corn Brooms.....				939

Years 1902-03 to 1905-06, with Places of Origin.—(Continued).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$26,207	\$18,275	\$18,300	\$66,619	\$5,269	\$40	\$4,731	\$11,890
1,377	1,088	1,285	1,585	.....	.....	.....	.....
3,694	6,081	5,014	7,238	.....	1	3	1
2,850	4,562	5,357	7,006	81	135	216	346
4	.....	.....	.....	.....	.....	.....	.....
1,757	1,223	1,658	1,793	.....	.....	.....	.....
148	1,121	789	489	12	16	18	.....
.....	30	.....	.....	.....	.....	.....	.....
23,441	16,507	25,883	30,643	.....	35	31	.....
995	992	1,515	1,468	.....	.....	.....	7
150	.....	.....	280	.....	.....	.....	.....
4,293	3,102	3,086	233	20	403	218	33
478	1,469	59	122	4,286	9,436	8,323	6,540
1,127	174	1	5	74	269	106	207
.....	102	573	475	.....	.....	.....	.....
.....	.....	.....	40	.....	.....	.....	.....
451	547	461	393	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	1	.....
892	1,585	697	903	1,945	646	2,871	2,763
.....	.....	.....	.....	42	2	.....	2
7,486	10,342	10,327	10,605	27	266	250	155
15,245	44,361	59,500	77,522	329	91	84	372
832	717	815	497	230	408	272	133
112	2,124	85	193	.....	.....	.....	.....
.....	61	.....	.....	.....	.....	.....	.....
522	764	846	1,092	15	55	5	36
4,383	6,123	5,449	6,861	.....	2	35	.....
350	.....	1,251	500	.....	.....	.....	.....
5,254	7,470	5,787	6,206	3,586	6,352	7,205	1,630
1,619	2,619	3,493	1,290	.....	.....	.....	.....

TABLE III. Value of Imports into Newfoundland for the

ARTICLES.	TOTALS.	
	1902-3	1903-4
Corn—Indian	\$12,577	\$8,548
Cork	4,170	5,025
Cotton Fabrics		
Cotton Seed	19	292
Cotton Yarn	3,139	3,246
Cranes, Mining Machinery.....	143,323	188,096
Diving Apparatus.....		
Dories	6,174	5,847
Drain Pipes	3,000	3,404
Dry Goods	749,055	864,932
Eggs	2,222	3,763
Electros.....	67	
Engraving Plate.....	251	140
Explosives	7,354	11,700
Fancy Wares	17,903	24,007
Feathers	3,121	4,020
Findings for Boots.....	6,296	6,131
Fireworks	303	24
Fish	22,273	13,009
Flannel		
Flagstone	2,718	4,159
Flour	1,384,113	1,614,022
Forgings	145	2,346
Freestone	964	1,846
Fruit.....	82,935	101,696
Furs		
Glassware	30,217	34,607
Globes	60	
Goldleaf	380	310
Grindstones	1,840	2,045

Four Years 1902-3 to 1805-6, with Places of Origin.— (Continued).

TOTALS.		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$8,156	\$7,733				
7,774	9,363	\$572	\$1,077	\$1,594	\$1,508
	319,440				236,207
152	179				169
3,560	4,875	101	118	372	899
170,451	233,488	11,443	13,260	10,041	18,868
	365				
5,944	7,074				
4,200	2,663	1,612	2,244	2,629	1,042
946,815	331,177	596,094	670,486	738,522	236,978
5,173	6,387		4		
67	258				
9,034	7,397	3,424	7,778	6,308	6,434
24,797	28,661	12,493	18,313	18,499	20,905
4,994	4,999	5	34	8	34
4,989	6,924	2,002	2,056	1,981	1,717
448	75	8			
11,015	23,698	8,207	600	38	24
	43,961				37,010
2,195	3,383	229	120	66	18
1,844,847	1,822,271	11	81	43	70
597	2,249	33	1,170	178	1,691
1,308	3,507	519	999	927	3,236
166,181	107,593	35,960	42,070	41,606	37,825
	14,649				12,294
42,697	38,673	15,742	15,834	14,448	12,627
	43	39			23
241	185	186	116	48	74
2,482	1,879	865	774	1,154	665

TABLE III.—Value of Imports into Newfoundland for the Four

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Corn—Indian	\$885	\$128	\$364	\$121
Cork	857	878	1,375	1,550
Cotton Fabrics				14,406
Cotton Seed.....		7		
Cotton Yarn.....	1,066	3,107	542	1,335
Cranes, Mining Machinery	50,638	46,409	79,447	118,785
Diving Apparatus.....				
Dories	3,284	4,017	3,681	4,164
Drain Pipes	494	446	719	1,043
Dry Goods	64,451	61,562	69,640	34,071
Eggs	2,218	3,759	5,145	6,347
Electros.....				
Engraving Plate	23	27	12	2
Explosives	2,430	2,758	754	963
Fancy Wares	1,085	1,329	1,244	1,160
Feathers	162	83	209	700
Findings for Boots.....	650	1,936	779	740
Fireworks.....	167		113	
Fish	13,994	1,740	10,896	23,659
Flannel				1,058
Flagstone	189	1,222	180	343
Flour	910,717	1,112,645	1,692,704	1,155,841
Forgings	112	106	28	92
Freestone	41	150	106	20
Fruit.....	7,200	10,302	10,099	11,337
Furs				1,948
Glassware	3,795	4,239	7,342	6,337
Globes	9			18
Goldleaf	8	22	44	47
Grindstones	403	337	365	305

Years 1902-03 to 1905-06, with Places of Origin.— (Continued).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$11,685	\$8,420	\$7,792	\$7,612	\$7	.....	.....	.....
1,166	1,205	1,903	2,580	1,595	\$1,865	\$2,902	\$3,725
.....	.....	.....	62,989	.....	.....	.....	5,838
19	285	29	10	.....	.....	123	.....
1,972	21	2,646	2,653	.....	.....	.....	.....
81,092	128,427	80,740	95,798	150	.....	223	37
.....	.....	.....	365	.....	.....	.....	.....
1,705	1,219	925	1,852	1,185	611	1,388	1,058
894	713	852	575	.....	1	.....	3
87,475	129,397	131,180	57,863	1,035	3,487	7,473	2,265
4	.....	28	40	.....	.....	.....	.....
67	.....	.....	.....	.....	.....	.....	.....
228	113	55	256	.....	.....	.....	.....
627	85	216	.....	873	1,079	1,756	.....
3,749	3,940	4,625	5,390	576	425	429	1,206
2,948	3,845	4,732	4,255	6	58	45	10
3,644	2,139	2,229	4,467	.....	.....	.....	.....
128	24	335	72	.....	.....	.....	4
33	450	81	15	39	10,219	.....	.....
.....	.....	.....	5,486	.....	.....	.....	407
2,300	2,817	1,949	3,022	.....	.....	.....	.....
472,978	501,010	136,512	666,306	407	286	15,588	54
.....	1,070	391	466	.....	.....	.....	.....
404	697	256	223	.....	.....	19	28
29,523	39,506	33,623	25,978	10,252	9,818	20,853	32,453
.....	.....	.....	407	.....	.....	.....	.....
8,598	10,031	12,291	10,923	2,082	4,503	8,616	8,786
12	.....	.....	2	.....	.....	.....	.....
.....	172	149	57	186	.....	.....	7
572	934	959	903	.....	.....	4	6

TABLE III. -Value of Imports into Newfoundland for the

ARTICLES.	TOTALS.	
	1902-3	1903-4
Groceries.....	\$112,023	\$136,945
Hair Cloth	5,262	7,580
Hardware	247,242	323,755
Harness.....	4,756	5,352
Hats and Caps.....	53,841	60,072
Hay	19,523	58,310
Heading	14,167	23,140
Hemp Yarn	166,034	181,063
Hides	9,529	8,816
Hoop Iron	15,709	15,449
Hops.....	3,899	5,587
Indian Meal.....	7,314	8,971
India Rubberware.....	44,467	65,885
Iron	107,957	76,684
Jams.....	6,687	6,131
Jewellery	20,447	21,878
Junk.....	2,935	1,400
Knife Polish and Starch.....	19,675	20,924
Lard and Tallow.....	52,288	55,028
Leather and Leatherware	275,514	303,586
Lime.....	440	584
Lime Juice.....	16	115
Locomotives.....	189,183	21,589
Lumber and Shingles	26,272	27,827
Machinery	112,596	193,133
Malt	7,981	8,372
Manure	7,682	12,796
Mariner's Compasses.....	1,542	1,556
Marlins	91	224
Mastpieces	2,207	5,996

Four Years 1902-03 to 1905-06, with Places of Origin. (Continued).

TOTALS.		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$145,142	\$125,771	\$51,430	\$64,635	\$68,434	\$61,658
6,632	3,547	601	521	817	877
320,301	305,686	119,266	148,847	148,389	134,156
5,693	5,014	1,715	2,206	2,177	2,629
69,373	78,411	47,181	53,174	58,438	60,512
79,633	40,552				9
39,701	8,766				
175,778	225,029	110,930	140,681	126,482	164,024
6,903	16,458	1,174	128		3,355
11,460	7,132	15,079	13,846	10,829	6,561
6,998	4,587	519	739	818	1,085
2,416	6,626				
80,687	67,479	12,629	12,964	12,549	11,011
60,940	48,325	30,177	35,926	33,786	34,568
7,271	4,922	6,293	5,826	7,105	4,852
22,544	22,289	8,806	10,729	10,812	11,991
337	42	94			
22,946	17,051	7,890	5,687	6,273	3,305
48,319	8,338		344	441	113
311,688	332,637	11,279	17,340	17,364	16,032
472	768	208	113	270	593
7	40	14	92	6	40
35,119	19,894	124	79	1,238	1,312
36,602	18,575	956	3,274	2,400	739
128,854	109,711	9,894	24,558	13,025	8,658
11,020	10,967	336	336	365	343
17,269	3,907	5,973	1,919	6,471	2,534
1,377	2,157	1,394	1,512	1,320	2,071
166	30		112	5	11
3,374	4,240	341			213

TABLE III.—Value of Imports into Newfoundland for the Four

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Groceries.....	\$17,320	\$20,042	\$24,851	\$27,494
Hair Cloth	4,298	6,864	5,587	2,531
Hardware	47,339	53,159	61,948	63,007
Harness.....	1,572	2,019	1,315	679
Hats and Caps.....	3,447	3,910	5,478	7,221
Hay	17,417	57,498	77,457	40,440
Heading	248	.....	710	8,766
Hemp Yarn	52,284	.....	11	.....
Hides	1,129	4,753	4,669	8,444
Hoop Iron	523	1,179	212	179
Hops.....	166	426	137	258
Indian Meal.....	6,891	8,704	2,264	4,964
India Rubberware.....	15,148	22,793	29,016	19,245
Iron	65,504	21,329	17,158	6,666
Jams.....	158	224	59	33
Jewellery ..	3,871	2,578	3,200	2,950
Junk.....	.....	1,400	250	.....
Knife Polish and Starch.....	1,514	1,379	2,874	2,581
Lard and Tallow.....	892	4,149	2,308	715
Leather and Leatherware	161,016	159,626	164,051	141,253
Lime.....	174	308	201	171
Lime Juice.....	.....	19	1	.....
Locomotives.....	5,192	3,324	2,615	4,823
Lumber and Shingles	9,989	9,880	9,606	10,840
Machinery	35,050	60,212	29,351	26,457
Malt	7,051	7,921	10,441	9,591
Manure	440	1,240	911	1,076
Mariner's Compasses.....	55	23	11	29
Marlins	91	112	161	19
Mastpieces	1,005	4,064	2,724	3,753

Years 1902-03 to 1905-06, with Places of Origin.— (Continued).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$42,747	\$50,539	\$50,571	\$30,502	\$526	\$1,729	\$1,286	\$6,117
363	192	228	105	.....	3	.....	31
76,660	107,396	93,097	99,233	3,977	14,353	16,867	9,290
1,306	1,127	2,201	1,706	163	.....	.....	.....
3,205	2,959	5,437	10,672	8	29	20	6
2,091	758	2,164	103	15	54	12	.....
13,919	23,149	38,991	.....	.....	.....	.....	.....
.....	37,902	49,285	57,760	2,814	2,470	.....	3,245
6,791	3,925	2,232	2,118	435	10	2	2,541
107	424	419	392	.....	.....	.....	.....
2,584	3,642	5,268	2,559	630	780	775	685
423	248	150	1,662	.....	19	2	.....
16,687	29,999	38,649	37,195	3	129	473	28
11,692	15,867	7,648	6,209	584	3,562	2,348	882
197	67	50	27	39	14	57	10
7,770	8,441	8,510	6,849	.....	130	22	499
2,841	.....	.....	.....	.....	.....	87	42
8,764	11,762	11,623	10,605	1,507	2,096	2,176	560
51,394	49,922	45,567	68,004	2	613	3	6
103,105	126,574	130,221	175,243	114	46	52	109
56	74	1	4	2	89	.....	.....
2	4	.....	.....	.....	.....	.....	.....
183,867	18,186	31,266	13,759	.....	.....	.....	.....
14,280	13,250	22,692	6,383	1,047	1,423	1,904	623
66,436	105,450	82,901	73,914	1,216	2,913	3,577	682
594	115	214	1,033	.....	.....	.....	.....
1,269	9,637	9,887	297	.....	.....	.....	.....
64	12	20	6	29	9	26	51
.....
720	1,474	365	271	141	458	285	3

TABLE III. — Value of Imports into Newfoundland for the

ARTICLES.	TOTALS.	
	1902-3	1903-4
Matches.....	\$1,779	\$3,793
Meats	724,961	678,941
Medicine	67,591	73,663
Methylated Spirits.....	1,625	1,954
Molasses	236,674	237,930
Mosaic Flooring	771	1,419
Music	8	2,670
Nails.....	35,062	42,281
Nets and Netting	28,701	31,161
Nickel.....		39,900
Nuts	4,041	4,177
Oakum.....	1,078	1,432
Oatmeal.....	17,949	13,909
Oats	114,244	142,387
Oil Cake	56,500	79,633
Oil Clothes.....	29,756	26,541
Oil, Essential	12,605	13,332
Oil, Fish	94	143
Oil, Kerosene.....	82,607	100,527
Oil, Linseed.....	47,328	60,174
Olein	177,499	121,876
Ores for Flux.....	158	458
Oysters.....	737	602
Packages		
Paint	63,538	67,610
Paper Hangings	20,929	21,749
Paper—Printing	20,097	23,505
Parchment	1,359	1,508
Pease and Peasemeal.....	29,338	27,872
Perfumery	2,666	3,401

Years 1902-03 to 1905-06, with Places of Origin.—(Continued)

TOTALS.		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$2,003	\$2,917	\$512	\$1,423	\$1,002	\$510
717,494	924,252	3,528	4,136	7,841	7,569
77,784	84,969	14,381	17,861	16,530	23,957
1,892	2,410	353	733	658	732
372,480	224,237	.....	.....	.....	21
725	2,173	102	451	217	360
2,221	4,150	.....	373	1,222	323
39,742	43,989	13,360	13,419	12,285	16,814
26,922	36,739	4,589	9,022	7,781	12,575
.....
5,206	5,545	2,929	2,970	3,873	3,905
2,220	2,001	444	1,131	1,791	289
20,355	17,244	1,068	911	1,206	1,432
159,985	135,700	10	55	10	.....
95,043	72,477	1,102	914	828	1,131
16,832	19,053	1,538	2,983	2,311	2,464
15,574	13,351	2,032	1,890	2,593	1,650
594	18	.....	.....	.....	.....
104,975	109,141	31	18	47	12
45,571	56,907	19,211	20,928	16,814	17,865
146,637	200,752	690	.....	1,424	.....
.....	250	158	372	.....	.....
1,054	623	.....	.....	.....	.....
.....	5,292	.....	.....	.....	3,092
77,081	91,326	23,515	25,492	30,906	28,867
24,326	25,859	9,758	12,326	10,818	13,812
19,309	51,784	2,555	2,973	3,364	2,450
2,431	1,875	1,061	1,337	2,032	1,661
30,075	35,565	1,305	941	1,040	1,140
4,374	3,857	1,207	1,752	2,234	1,594

TABLE III.—Value of Imports into Newfoundland for the Four

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Matches	\$381	\$1,729	\$492	\$292
Meats	91,242	103,251	110,569	113,216
Medicine	40,899	41,943	41,843	42,874
Methylated Spirits	161	200	295	813
Molasses	12,596	19,075	16,993	24,684
Mosaic Flooring	25	108	.....	283
Music	8	254	141	1,738
Nails	11,519	8,739	9,748	8,106
Nets and Netting	10,249	4,339	8,528	8,763
Nickel .....	.....	39,900	.....	.....
Nuts	299	253	321	184
Oakum	609	294	415	1,706
Oatmeal.....	16,881	12,266	10,583	9,146
Oats	114,232	141,188	142,954	134,513
Oil Cake	9,065	19,873	26,181	18,360
Oil Clothes.....	14,467	17,830	12,831	14,937
Oil, Essential.....	2,817	2,951	1,474	1,782
Oil, Fish.....	.....	.....	.....	2
Oil, Kerosene ...	3,469	6,664	10,406	11,727
Oil, Linseed.....	2,781	3,414	2,789	2,774
Olein .....	.....	.....	.....	.....
Ores for Flux.....	.....	.....	.....	.....
Oysters	618	497	631	165
Packages .....	.....	.....	.....	216
Paints	21,519	24,532	29,551	37,152
Paper Hangings	8,791	7,643	12,407	9,119
Paper—Printing	11,287	9,500	8,432	29,924
Parchment	298	171	298	144
Pease and Peasemeal.....	26,988	26,152	27,554	31,473
Perfumery	1,106	1,239	1,570	30

Years 1902-03 to 1905-06, with Places of Origin.—(Continued).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$70	.....	\$2	\$79	\$816	\$641	\$507	\$2,036
630,063	\$571,551	598,855	803,451	128	3	229	16
11,808	13,570	19,083	17,088	503	289	328	1,050
1,020	698	817	790	91	323	122	75
.....	9	11	.....	224,078	218,846	355,476	199,532
644	860	508	1,530	.....	.....	.....	.....
.....	2,043	858	2,072	.....	.....	.....	8
9,917	19,933	17,575	18,903	266	190	134	166
13,722	15,631	10,428	15,013	141	169	185	388
.....
795	932	1,006	1,170	18	22	6	286
15	.....	5	1	10	7	9	5
.....	732	8,566	6,666	.....	.....	.....	.....
.....	1,130	17,016	1,162	2	14	5	25
46,331	58,566	67,102	52,455	2	290	932	531
13,729	5,702	1,671	1,640	22	26	19	12
7,718	8,322	11,179	9,876	38	169	128	43
94	143	504	16	.....	.....	.....	.....
79,101	93,844	94,516	97,402	1	1	6	.....
25,324	35,829	25,960	36,264	12	3	8	4
169,894	113,211	137,804	184,957	6,915	8,665	7,409	15,795
.....	56	.....	250	.....	30	.....	.....
119	105	418	456	.....	.....	5	.....
.....	.....	.....	443	.....	.....	.....	1,451
17,271	16,718	15,534	23,459	1,233	868	1,090	848
2,378	1,780	1,073	2,922	2	.....	28	6
6,255	11,025	7,513	19,410	.....	7	.....	.....
.....	.....	101	52	.....	.....	.....	.....
45	5	1,013	2,359	1,000	774	468	593
324	373	494	897	29	37	76	136

TABLE III. — Value of Imports into Newfoundland for the

ARTICLES.	TOTALS.	
	1902-3	1903-4
Pianofortes	\$16,969	\$18,014
Picture Frames.....	2,222	2,116
Pig Iron	1,795	9,509
Plants and Seeds.....	10,515	11,844
Plaster of Paris	619	893
Ploughs	377	.....
Potatoes	33,334	23,916
Poultry	67	195
Readymades.....	177,839	188,700
Rice	14,215	16,315
Sails	1,050	969
Salt	118,130	105,406
Sand and Clay.....	104	884
Saws	1,003	449
Scientific Instruments.....	302	742
Shafting.....	1,687	1,337
Sheathing Materials.....	3,334	2,948
Shoe Ink	1,286	1,065
Small Wares	185,460	213,640
Soap	29,699	26,522
Soap Ingredients	967	3,897
Spirits—Alcohol.....	94	69
Cordials, &c.	289	449
Whiskey and Brandy	49,633	52,323
Stationery.....	70,686	81,110
Staves	41,364	52,479
Steel	3,906	6,367
Stereotype	697	777
Straw	211	503
Sugar	123,063	108,450

Four Years 1902-3 to 1905-6, with Places of Origin.— (Continued)

TOTALS.		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$24,160	\$25,037	\$5,092	\$4,746	\$5,297	\$4,860
2,555	2,895	470	757	1,105	707
12,837	7,769	1,795	901	2,262	7,769
11,287	9,594	2,841	2,559	2,854	3,511
1,377	495	10	770	11	4
		66			
23,745	31,362	3,015	70		140
83	115		7	17	9
215,211	209,360	141,150	146,987	163,688	159,309
10,649	14,572	4,738	5,564	3,921	7,064
567	1,938	213	112	200	684
151,031	139,240	1,265	1,150	839	1,028
1,123	298	95	224	161	154
3,353	484		17		
1,109	1,304	252	260	318	519
3,497	528	537	997	2,237	130
6,867	17,099	3,131	2,731	6,723	6,732
1,291	1,253	19	63	27	25
229,463	226,397	162,049	186,186	195,673	195,522
30,693	32,876	13,836	14,279	21,286	23,211
5,610	4,147	75	2,321	2,727	2,471
163	30	8	65	108	3
646	481	289	298	182	241
62,046	61,363	36,223	36,444	41,863	39,996
86,639	92,569	21,824	22,052	21,500	26,500
45,638	18,598			6	
5,229	6,125	1,663	3,667	2,052	1,163
474	588			2	32
371	530				7
180,530	213,309	14,147	12,395	29,711	21,325

TABLE III.—Value of Imports into Newfoundland for the Four

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Pianofortes	\$2,089	\$3,341	\$3,837	\$5,829
Picture Frames.....	1,015	924	1,175	910
Pig Iron		8,608	10,575	
Plants and Seeds.....	3,456	5,275	5,256	2,794
Plaster of Paris	607		585	361
Ploughs	272			
Potatoes	29,036	22,417	21,340	27,650
Poultry	46	71	52	87
Readymades.....	12,048	11,945	14,594	10,523
Rice	404	398	479	498
Sails	455	124	214	895
Salt	17,148	19,945	18,021	25,084
Sand and Clay.....	9	71	79	24
Saws	867	348	2,594	355
Scientific Instruments.....	10	292	345	363
Shafting.....	1,142	340	479	94
Sheathing Materials.....	39	6	66	70
Shoe Ink	113	24	35	68
Small Wares	14,791	16,390	17,527	17,315
Soap	5,345	3,053	3,650	3,251
Soap Ingredients	482	145	26	203
Spirits—Alcohol			27	
Cordials, &c		7	54	12
Whiskey and Brandy	1,067	1,107	1,596	1,468
Stationery.....	32,452	36,545	40,683	38,691
Staves	1,980	572	560	211
Steel	1,116	761	1,010	1,644
Stereotype	58	122	114	123
Straw	151	437	276	467.
Sugar	2,241	3,712	3,766	3,650

Years 1902-03 to 1905-06, with Places of Origin.—(Continued).

UNITED STATES.				ELSEWHERE			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$7,295	\$6,730	\$10,411	\$10,998	\$2,493	\$3,197	\$4,615	\$3,360
736	361	275	1,278	1	74		
3,786	3,585	2,841	2,642	432	425	336	647
2	123	981	130				
32				7			
858	1,197	1,721	2,415	425	232	684	1,157
12	116	9	17	9	1	5	2
24,515	28,551	36,307	37,276	126	1,217	622	2,252
88		25	659	8,985	10,353	6,224	6,351
168	622	129	297	214	111	24	62
17,775	13,448	20,642	2,128	81,942	70,863	111,529	111,000
	589	883	120				
136	84	759	129				
40	190	446	422				
8		489	32			292	272
111	176	78	164	53	35		10,133
1,154	978	1,229	1,160				
7,993	10,915	13,271	13,178	627	149	992	382
10,482	9,042	5,703	6,178	36	148	54	236
410	1,431	2,857	1,473				
25		28	24	61	4		3
	144	251	32			159	196
62	39	692		12,281	14,733	17,895	19,899
16,330	22,407	24,256	27,273	80	106	200	135
29,384	51,907	45,072	18,387				
61	395	2,115	3,318	1,066	1,544	52	
639	655	358	433				
60	66	95	56				
34,098	40,081	91,204	139,999	72,577	52,262	55,849	48,335

TABLE III.—Value of Imports into Newfoundland for the Four

ARTICLES.	TOTALS.	
	1902-3	1903-4
Surgical Instruments.....	\$1,604	\$1,545
Tar and Pitch	14,223	17,726
Tea.....	159,712	184,176
Telescopes.....	448	668
Timber	887	2,836
Tinware	18,753	18,526
Tobacco	76,331	84,474
Tobacco Leaf	36,381	31,921
Tobacco Material	6,292	5,594
Tomatoes and Onions.....	9,814	9,778
Trunks.....	7,161	8,303
Tubs	4,731	12,230
Turnips	2,505	2,388
Tweeds		
Twines and Lines.....	58,313	48,981
Vinegar	1,369	1,044
Wheat	6	75
Wheels	2,324	822
Wheelbarrows	204	135
Whips	426	669
White Wood	224	199
Window Shades	1,891	3,037
Wines	38,470	28,295
Beef and Iron	2,771	2,954
Wire	578	715
Women's Dress Goods		
Wood Wares	12,735	15,881
Wool	1,758	1,954
Works of Art.....	488	27
Yarns	19,351	22,652
Zinc	640	572
Specified Goods	8,338,731	9,281,754
Unspecified Goods	140,902	166,910
Grand Total	8,479,633	9,448,664

Years 1902-03 to 1905-06, with Places of Origin.—(Continued)

TOTALS		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$2,242	\$2,510	\$180	\$221	\$245	\$722
19,520	21,461	4,866	4,024	4,987	4,132
165,432	172,144	81,544	85,574	72,208	68,689
751	1,156	439	606	633	1,015
8,317	6,092	200	2,101	600	1,906
23,199	23,121	7,233	8,006	10,105	10,195
105,603	100,818	12,362	14,655	16,919	16,558
15,528	14,886				
3,792	4,503	217			1,409
12,302	11,563	3,027	6,458	8,438	5,735
6,747	7,226	3,258	3,671	4,713	5,035
11,239	10,665	3,574	11,466	10,534	4,602
2,695	4,651				8
	179,796				167,484
55,542	70,899	17,725	14,435	7,986	19,488
1,402	1,476	1,047	921	1,247	1,212
48	6				
4,205	4,526			125	10
107	181	7			34
453	593	286	318	286	211
419	347				
3,426	2,602	669	1,510	1,718	1,822
18,108	17,949	4,050	3,098	2,661	2,768
3,799	3,506	7	39		50
555	674	168	103		14
	146,082				137,860
21,976	24,882	2,356	1,438	1,809	2,162
875	1,505	120	325		745
605	27	410	27	560	27
22,851	30,796	19,199	22,497	22,745	30,648
1,193	1,082	600	547	1,074	1,024
10,101,835	10,229,742	2,081,623	4,393,772	2,582,425	2,547,306
177,458	181,532	60,951	86,002	72,483	103,890
10,279,293	10,414,274	2,142,574	2,479,774	2,654,908	2,651,196

TABLE III.--Value of Imports into Newfoundland for the Four

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Surgical Instruments.....	\$1,145	\$1,003	\$1,247	\$1,223
Tar and Pitch	5,360	7,133	3,689	4,976
Tea	54,208	61,644	48,579	53,224
Telescopes.....	9	21	15	80
Timber	521	175	7,295	3,933
Tinware	8,599	7,411	9,109	6,902
Tobacco	15,801	23,491	24,750	21,313
Tobacco Leaf		4		
Tobacco Material				
Tomatoes and Onions.....	5,164	1,427	1,307	1,780
Trunks.....	3,172	3,350	669	589
Tubs	84	121	248	3,790
Turnips	2,263	2,377	2,168	4,511
Tweeds				10,947
Twines and Lines.....	5,341	5,822	10,327	9,368
Vinegar	126	89	56	219
Wheat	6	24	17	5
Wheels	1,175	643	2,103	2,384
Wheelbarrows.....	22	45	50	93
Whips		10	3	15
White Wood	8	32	35	116
Window Shades	368	424	233	85
Wines	58	1,325	695	1,752
Beef and Iron	124	311	917	483
Wire	30	28	89	89
Women's Dress Goods				6,069
Wood Wares	5,924	7,064	11,472	12,106
Wool	1,342	1,416	725	676
Works of Art	74		22	
Yarns	105	127	114	136
Zinc	37		48	49
Specified Goods.....	2,879,451	3,388,320	4,042,589	3,478,308
Unspecified Goods..	43,336	36,979	62,980	43,631
Grand Total.....	2,922,787	3,425,299	4,105,569	3,521,939

Years 1902-03 to 1905-06, with Places of Origin.— (Concluded).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$279	\$321	\$750	\$565	.....	.....	.....	.....
3,995	6,569	10,844	11,532	\$2	.....	.....	\$821
450	845	1,186	460	23,510	36,113	43,459	49,771
.....	23	40	61	.....	18	63	.....
76	554	380	221	90	8	42	32
2,670	2,953	3,753	3,022	251	156	232	2
40,653	38,542	53,960	52,414	7,515	7,786	9,974	10,533
36,381	31,917	15,528	14,886	.....	.....	.....	.....
6,075	5,594	3,733	2,981	.....	.....	59	113
971	1,166	1,240	1,490	652	727	1,317	2,468
689	1,223	1,228	1,411	42	59	137	191
1,073	615	.....	2,132	.....	28	457	141
.....	9	519	91	242	2	8	41
.....	.....	.....	1,348	.....	.....	.....	17
34,503	28,614	37,040	40,899	744	110	189	1,144
183	29	59	36	13	5	40	9
.....	51	21	1	.....	.....	10	.....
1,149	179	1,977	2,132	.....	.....	.....	.....
175	90	55	54	.....	.....	2	.....
140	341	164	367	.....	.....	.....	.....
216	167	384	231	.....	.....	.....	.....
854	1,103	1,475	695	.....	.....	.....	.....
2	17	36	38	34,360	23,855	14,716	13,391
2,640	2,604	2,880	2,973	.....	.....	2	.....
380	584	496	571	.....	.....	.....	.....
.....	.....	.....	2,082	.....	.....	.....	71
4,411	7,335	8,619	10,509	44	44	76	105
296	.....	150	.....	.....	213	.....	84
4	.....	23	.....	.....	.....	.....	.....
47	28	22	12	.....	.....	.....	.....
3	25	71	9	.....	.....	.....	.....
2,834,669	2,949,576	2,714,362	3,574,814	542,988	550,086	762,459	629,314
34,071	41,576	35,752	34,378	2,544	2,353	6,243	2,633
2,868,740	2,991,152	2,750,114	3,609,192	545,532	552,439	768,702	631,947

TABLE IV.—Value of Food Imports into Newfoundland

ARTICLES.	TOTAL IMPORTS.	
	1902-3	1903-4
Aerated Waters.....	\$1,426	\$2,163
Ale	5,790	7,218
Anchovies.....	752	749
Animals.....	129,730	162,364
Apples.....	32,725	42,836
Beans.....	14,076	18,911
Biscuits.....	7,808	7,985
Butter.....	117,360	116,352
Butterine and materials for.....	3,186	178,909
Baking Powder.....	327	269
Cabbage.....	4,532	7,459
Cheese.....	29,149	36,682
Chicory and Coffee.....	7,843	7,907
Cider.....	53	9
Cocoa and Chocolate.....	12,993	16,529
Confectionery.....	12,087	17,454
Corn—Indian.....	12,577	8,801
Eggs.....	2,222	3,763
Fish.....	22,273	13,152
Flour.....	1,384,113	1,614,022
Fruit.....	82,708	101,696
Groceries.....	112,023	120,163
Hops.....	3,899	5,587
Indian Meal.....	7,314	8,971
Jellies and Jams.....	6,687	6,133
Lard and Tallow.....	52,288	4,283
Malt.....	7,981	8,372
Lime Juice.....	16	115
Meats.....	724,961	679,136
Molasses.....	236,674	237,930

During the Years 1902-03 to 1905-06, with Places of Origin.

TOTAL IMPORTS.		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$2,758	\$2,659	\$1,341	\$1,988	\$2,033	\$2,400
8,742	9,582	5,585	6,772	7,437	7,365
9,268	1,621	521	366	1,213	1,323
132,476	134,343	4	54	.....	786
37,948	39,579	39	6	.....	5
16,376	15,931	236	1,457	768	567
7,063	10,253	1,766	1,395	3,392	3,351
116,788	140,031	898	159	2,195	1,197
4,022	3,748	1,809	2,531	2,691	2,163
248	219	.....	.....	.....	.....
6,926	9,209	.....	.....	.....	.....
36,915	39,688	585	609	724	522
7,072	6,905	6,481	6,634	5,896	5,542
14	69	11	7	2	51
16,741	14,723	11,624	14,306	13,881	11,511
18,020	20,654	6,700	10,204	11,456	11,817
8,156	7,733	.....	7	.....	.....
5,173	6,387	.....	4	.....	.....
11,015	23,698	8,207	600	38	24
1,844,847	1,822,271	11	81	43	70
106,181	107,393	35,960	42,072	41,606	37,825
128,401	111,048	51,430	50,322	54,553	50,147
6,998	4,687	519	730	818	1,085
2,416	6,626	.....	.....	.....	.....
7,271	4,922	6,293	5,286	7,105	4,852
48,319	68,838	.....	61	441	113
11,020	10,967	336	336	365	343
7	40	14	92	6	40
717,494	924,262	3,528	4,143	7,841	7,569
372,480	224,237	.....	.....	.....	21

TABLE IV.—Value of Food Imports into Newfoundland During

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Aerated Waters.....	\$29	\$54	\$200	\$136
Ale	19	209	98	53
Anchovies.....	22	126	7,874	64
Animals.....	129,650	162,160	131,446	133,298
Apples	24,343	36,551	32,555	34,117
Beans	3,852	6,070	4,900	3,407
Biscuits	4,663	3,664	2,211	5,418
Butter	84,986	97,950	91,592	60,325
Butterine and materials for.....		3,194	46	.....
Baking Powder	327	148	249	219
Cabbage.....	838	1,377	1,912	1,970
Cheese	27,363	35,630	36,084	38,954
Chicory and Coffee.....	300	148	88	643
Cider			12	16
Cocoa and Chocolate.....	205	1,657	289	405
Confectionery	1,005	1,125	1,080	1,976
Corn—Indian ...	885	291	364	121
Eggs	2,218	3,759	5,145	6,347
Fish	13,994	1,740	10,896	23,659
Flour	910,717	1,112,645	1,692,704	1,155,841
Fruit	7,200	10,302	10,099	11,337
Groceries.....	17,320	18,204	24,562	27,089
Hops	166	426	137	258
Indian Meal	6,891	8,704	2,264	4,964
Jellies and Jams	158	224	59	33
Lard and Tallow..	892	991	2,308	715
Malt	7,051	7,921	10,441	9,591
Lime Juice.....		19	1	.....
Meats	91,242	103,322	110,569	113,216
Molasses	12,596	19,075	16,993	24,684

the Years 1902-03 to 1905-06, with Places of Origin.—(Continued).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$56	\$115	\$523	\$68			\$2	255
186	147	1,163	2,164			44	
131	257	181	169	\$78			65
26		958	186	50	\$150	72	73
8,297	6,258	5,338	5,412	46	21	55	45
178	234	296	1,390	9,810	11,140	10,412	10,567
1,369	2,121	1,458	1,480	10	5	2	4
26,207	18,203	18,300	66,619	5,296	40	4,701	11,890
1,377	161,065	1,285	1,585		12,119		
	121						
3,694	6,082	5,014	7,238			3	1
1,127	174	1	5	74	269	106	207
832	717	815	497	230	408	273	133
				42	2		2
1,164	548	2,037	637			534	2,170
4,382	6,123	5,449	6,861		2	35	
11,685	8,503	7,792	7,612	7			
4		28	40				
53	593	81	15	39	10,219		
472,978	501,010	136,512	666,300	407	286	15,588	54
29,523	39,506	33,623	25,978	10,025	9,816	20,853	32,453
42,747	49,908	48,534	29,865	526	1,729	752	3,947
2,584	3,642	5,268	2,559	630	780	775	685
433	248	150	1,662		19	2	
197	67	50	27	39	14	57	10
51,394	3,288	45,567	68,004	2	3	3	6
594	115	214	1,033				
2	4						
630,063	571,667	598,855	803,451	128	4	229	16
	9	11		224,078	218,846	355,476	199,532

TABLE IV.—Value of Food Imports into Newfoundland During

ARTICLES.	TOTAL	
	1902-3	1903-4
Nuts	\$4,041	\$4,177
Oatmeal	17,949	13,909
Olein	177,499	121,876
Oysters	737	602
Pease and Meal.....	29,339	27,872
Potatoes	33,534	23,916
Poultry	67	195
Rice	14,215	16,315
Salt	118,130	108,116
Spirits	50,016	57,209
Sugar	123,063	108,450
Tea	159,712	184,176
Tomatoes and Onions.....	9,814	9,778
Turnips	2,505	2,388
Vinegar	1,369	1,044
Wine	38,470	28,295
Total Dollars	3,815,875	4,144,456

the Years 1902-3 to 1905-6, with Places of Origin.— (Continued)

TOTAL.		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$5,206	\$5,545	\$2,929	\$2,970	\$3,873	\$3,905
20,355	17,224	1,068	911	1,206	1,432
146,637	200,752	690	.....	1,424	.....
1,054	623	.....	.....	.....	.....
30,075	35,565	1,305	941	1,040	1,140
23,745	31,362	3,015	70	.....	140
83	115	.....	7	17	9
10,649	14,572	4,738	5,564	3,921	7,064
151,031	139,240	1,265	2,180	839	1,028
62,855	61,874	36,520	37,579	42,153	40,240
180,530	213,309	14,147	12,395	29,711	21,325
165,432	172,144	81,544	85,574	72,208	68,689
12,302	11,563	3,027	6,458	8,438	5,735
2,695	4,651	.....	.....	.....	8
1,402	1,476	1,047	921	1,247	1,212
21,907	21,455	4,050	3,098	2,661	2,818
4,527,116	4,704,013	299,263	309,439	333,242	305,434

TABLE IV.-Value of Food Imports into Newfoundland During

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Nuts	\$299	\$253	\$321	\$184
Oatmeal.....	16,881	12,266	10,583	9,146
Olein				
Oysters	618	497	631	165
Pease and Meal.....	26,989	26,152	27,554	31,473
Potatoes.....	29,036	22,417	21,340	27,650
Poultry	46	71	52	87
Rice	204	398	479	498
Salt	17,148	20,071	18,021	25,084
Spirits	1,067	1,625	1,677	1,480
Sugar	2,241	3,712	3,766	3,650
Tea	54,208	61,644	48,579	52,224
Tomatoes and Onions.....	5,164	1,427	1,307	1,870
Turnips	2,263	2,377	2,168	4,511
Vinegar	126	89	56	219
Wine	58	1,325	1,612	2,235
Total Dollars	1,505,502	1,792,248	2,335,323	1,820,334

the Years 1902-03 to 1905-06, with Places of Origin.— (Concluded).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$795	\$932	\$1,006	\$1,170	\$18	\$22	\$6	\$286
.....	732	8,566	6,666	.....	.....	.....	.....
169,894	113,211	137,804	184,957	6,915	8,665	7,409	15,795
119	105	418	458	.....	.....	5	.....
45	5	1,013	2,359	1,000	774	468	593
858	1,197	1,721	2,415	425	232	684	1,157
12	116	9	17	9	1	5	2
88	.....	25	659	8,985	353	6,224	6,351
17,775	15,002	20,642	2,128	81,942	70,863	111,529	111,000
87	3,485	971	56	12,342	14,520	18,054	20,098
34,098	40,081	91,204	139,999	72,577	52,262	55,849	48,335
450	845	1,186	460	23,510	36,113	43,459	49,771
971	1,116	1,240	1,490	652	727	1,317	2,468
.....	9	519	91	242	2	8	41
183	29	59	36	13	5	40	9
2	17	2,916	3,011	34,360	23,855	14,718	13,391
1,516,630	1,558,397	1,188,802	2,047,035	494,480	484,272	669,749	531,210

TABLE V.—Value of Exports From Newfoundland for

ARTICLES.	TOTALS.	
	1902-3	1903-4
Antlers	\$1,416	\$2,149
Beef	775	1,353
Beer	12	8
Berries	15,923	5,259
Biscuits	1,621	995
Books.....	3,168	1,321
Boats		218
Butter	15	
Cabbage.....	58	108
Caplin	633	814
Caribou—Live		100
Casks	286	174
Cheese		161
Cigarettes		
Coal	185	18
Cod—Dry	5,663,072	5,943,063
“ Fresh	492	371
“ Pickled	7,287	43,056
“ Preserved		
Cod Roes	4,389	10,202
Coffee	80	
Cordage		188
Drugs	26	25
Dry Goods	1,532	1,317
Eels;		
Feathers	194	106
Fertilisers.....	27,171	38,981
Flour	87	1,842
Foots, Cod.....	120	25
Foxes, Live ..	100	828

the Years 1902-03 to 1905-06, with Destinations.

TOTALS.		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$2,171	\$2,752	\$660	\$321	\$603	\$892
2,536	1,031				
5					
9,764	6,271	23	20	23	44
683	487	17	41	9	26
1,447	862	738	70	111	440
			100		
116	1,441				
188	45				
811	1,513	291	266	286	982
250	750				
275	340	251	174	275	340
47					
18	73				
	288				
6,108,618	7,864,719	402,219	151,665	170,341	189,270
192	228				
13,167	38,977	107		15	
686	3,556			184	2,516
8,335	16,599	1,866	3,905	421	3,059
66	77			10	
3,980	4,575	1,159	370	1,198	2,200
10	465				
136	377	194	89	128	367
115,955	80,133	3,250	146	1,082	
757	889	20	22	22	889
		120	25		

TABLE V.—Value of Exports From Newfoundland for the

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Antlers	\$327	\$480	\$442	\$292
Beef		960	45	237
Beer	12	8	5	.....
Berries	2,900	33	2,059	337
Biscuits	877	638	422	225
Books.....	790	1,086	1,175	312
Boats		118		.....
Butter	15		116	431
Cabbage.....	9		7	5
Caplin	16	48	38	261
Caribou—Live		100		.....
Casks	35			.....
Cheese		161	47	.....
Cigarettes				73
Coal	35	18		44
Cod—Dry	327,414	418,682	259,375	751,079
“ Fresh	455	283	163	182
“ Pickled	3,825	7,459	5,957	31,702
“ Preserved			204	674
Cod Roes	1,065	1,101	105	1,012
Coffee .....				.....
Cordage		188		.....
Drugs	26	20	46	65
Dry Goods	368	609	860	1,500
Eels				20
Feathers		17	8	10
Fertilisers		1,912	400	724
Flour	67	1,660	735	.....
Foots, Cod.....				.....
Foxes, Live ..	100	828		.....

Years 1902-03 to 1905-06, with Destinations.— (Continued)

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$427	\$1,349	\$1,116	\$1,568			\$10	
775	393	2,491	794				
12,964	5,191	7,662	5,890	\$36	\$15	22	
684	288	244	232	43	28	8	\$4
1,640	165	161	110				
			857				153
	7			49	101	181	40
88	87	33	67	238	413	454	203
		250	550				
						18	
				150			
142,562	62,219	50,587	117,025	4,761,877	5,310,497	5,592,315	6,805,345
	66			37	22	29	46
3,355	35,597	6,826	7,257			369	18
		285	275			13	91
	4,812	5,534	11,561	1,458	384	2,275	967
80							
	5	10	12				
5	338	1,922	875				
		10	442				3
23,921	36,900	114,469	79,409		23	4	
	160						

TABLE V.—Value of Exports From Newfoundland for

ARTICLES.	TOTALS.	
	1902-3	1903-4
Fruit, Dry.....		\$20
Fur.....	\$89,849	69,339
Game.....	233	85
Glue.....		700
Glass.....	206	
Grease.....	769	
Groceries.....		
Haddock.....	5,458	3,300
Hake.....	1,554	66
Halibut.....	1,884	1,419
Hams.....		144
Hardware.....	5,383	8,109
Hay.....	314	
Herring Barrels.....	69	200
Herring.....	457,384	328,677
Hides.....	326	228
Hoops.....	271	383
Household Effects.....	20,486	20,085
Ice.....		
Jewellery.....		
Junk.....	7,372	8,405
Laths.....	3,152	3,824
Leather.....	5,415	3,114
Leatherware.....	214	
Ling.....	80	2,402
Lobsters.....	387,466	410,405
Lumber.....	232,176	307,540
Horses.....	1,085	3,265
Machinery.....	8,541	9,317
Matches.....	648	246

the Years 1902-03 to 1905-06, with Destinations.—(Continued).

TOTALS		UNITED KINGDOM.			
-1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
	\$292				
\$81,891	92,373	\$47,637	\$44,309	\$28,608	\$53,474
68	90	35	181	10	8
35	16		82	20	
	690				190
7,462	3,134	160	380		440
817					
1,628	428			10	
563				270	
5,885	10,770	760	638	2,402	2,120
	91				
196					
379,988	344,205	13,108	8,287	6,679	9,182
727	6,097			400	
144				27	
12,569	13,328	1,330	982	214	665
	160				
	1,405				1,405
7,244	8,734	1,030		292	
2,758	27,364				
4,495	3,721	304		368	
317	105				
4	8,646				2,000
512,662	376,490	188,265	223,336	270,845	141,464
197,347	176,157	210,181	270,332	57,111	44,943
595	1,415				
8,573	12,218		10	1,431	1,971

TABLE V. - Value of Exports From Newfoundland for

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Fruit, Dry.....		\$20		\$292
Fur.....	\$29,689	16,003	\$37,223	33,125
Game.....	90	43		56
Glue.....				
Glass.....	206			
Grease.....				
Groceries.....				500
Haddock.....	1,996		1,490	1,198
Hake.....	1,500		812	
Halibut.....	1,859	1,408	1,618	428
Hams.....		144	22	
Hardware.....	4,287	5,763	2,919	1,450
Hay.....				
Herring Barrels.....		200	116	
Herring.....	167,614	149,780	160,900	202,151
Hides.....	326	190	327	5,997
Hoops.....				
Household Effects.....	16,098	15,763	9,456	9,829
Ice.....				
Jewellery.....				
Junk.....	2,072	3,742	1,184	2,233
Laths.....	1,952	1,962	28	
Leather.....	4,231	3,114	4,127	3,668
Leatherware.....	134		87	
Ling.....			4	
Lobsters.....	35,030	42,930	52,715	58,917
Lumber.....	3,491	3,090	2,521	8,034
Horses.....	1,085	3,265	595	1,415
Machinery.....	4,586	4,583	4,767	4,927
Matches.....				

the Years 1902-03 to 1905-06, with Destinations.—(Continued).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$12,463	\$9,007	\$16,057	\$5,654	\$60	\$20	\$3	\$120
33	24	29	20	75		29	
	618	15	16				
769							
3,302	400	132	500		5,250	5,840	996
				54	66	5	
25	11						
		271					
336	1,689	564	5,200		19		2,000
				314			91
69		80					
253,418	132,327	190,502	117,895	23,244	38,333	21,907	14,977
	38		100				
				271	383	117	
3,050	3,357	2,899	2,834	8	10		
			160				
4,225	4,663	5,768	6,501	45			
1,200	1,862	2,730	27,352				12
880			53				
80		230	105				
			8	80	2,402		6,638
3,604	7,086	2,301	2,588	160,576	138,053	176,801	173,521
2,385	16,338	13,782	28,720	16,119	17,780	123,933	94,460
2,955	4,724	2,375	5,306	1,000			14
648	246						

TABLE V.—Value of Exports From Newfoundland for

ARTICLES.	TOTAL	
	1902-3	1903-4
Metal, Old	\$17,410	\$ 6,316
Minerals, Antimony		
Baryta	1,840	6,878
Copper.....	378,041	403,971
Iron	692,825	526,285
Mica	63	100
Pyrites	167,439	311,162
Sample.....	220	319
Talc.....	930	
Miscellaneous Articles	6,515	9,835
Molasses	930	4,688
Mussels	25	
Musical Instruments		1,130
Nickel Plate.....		39,900
Oars... ..		30
Oil—Cod	445,447	287,045
“ Codliver	37,240	482,792
“ Seal	453,684	303,067
“ Whale	256,372	297,415
Oxen	215	17,743
Oil Clothes.....		475
Paint		
Palings.....		30
Pebbles		
Pickets.....	743	544
Pit Props.....	7,888	
Poles.....	149	286
Pollock	120	222
Fork	1,095	1,512
Poultry	11	33

the Years 1902-3 to 1905-6, with Places of Origin.— (Continued)

TOTAL.		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$8,889	\$14,429	\$9,083	\$3,974	\$4,621	\$1,040
	15,000				15,000
4,775					
448,400	375,520	207,228	199,086	202,760	159,445
635,350	768,430	92,935	56,575	33,000	18,920
410,514	334,075				
115	240				
8,006	9,000				
13,488	15,498	926	1,389	5,436	2,612
1,303	1,256			1,116	15
15					
3,712			280	3,250	
168,184	354,352	201,781	119,651	67,725	187,508
137,265	34,995	14,378	251,833	62,060	10,392
374,974	297,430	253,536	152,162	328,585	255,708
384,062	222,761	247,920	267,889	353,728	205,283
369	2,045		17,360		
	324				
			30		
	50				
466					
		7,888			
67					
715	500				
437	317				
	14				

TABLE V.--Value of Exports From Newfoundland for the

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Metal, Old	\$6,141	\$2,292	\$3,659	\$13,389
Minerals, Antimony				
Baryta	1,200			
Copper.....				
Iron	313,780	209,000	387,750	506,100
Mica	50	100		
Pyrites	7,890			
Sample.....	10	264	115	110
Talc.....				
Miscellaneous Articles	3,988	2,073	3,515	9,943
Molasses	930	4,688	187	1,241
Mussels			15	
Musical Instruments		500	50	
Nickel Plate.....		39,900		
Oars.....				
Oil—Cod	21,940	19,624	16,986	31,300
“ Codliver	10,195	43,930	19,710	7,572
“ Seal	24,062	32,631	26,651	9,475
“ Whale	5,725	10,803	13,693	4,009
Oxen		25		
Oil Clothes.....		475		
Paint				
Palings.....				
Pebbles				
Pickets.....				
Pit Props.....				
Poles.....				
Pollock				500
Fork		40	66	33
Poultry		4		

Years 1902-03 to 1905-06, with Destinations.—(Continued).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$2,186	\$50	\$609	.....	.....	.....	.....	.....
640	6,878	4,775	.....	.....	.....	.....	.....
170,813	204,885	245,640	216,070	.....	.....	.....	.....
92,660	63,680	5,400	35,800	\$193,450	\$197,030	\$209,200	\$207,610
13	.....	.....	.....	.....	.....	.....	.....
159,549	311,162	410,514	334,075	.....	.....	.....	.....
210	55	.....	130	.....	.....	.....	.....
930	.....	8,006	9,000	.....	.....	.....	.....
1,433	6,371	4,340	2,877	168	2	197	66
.....
25	.....	.....	.....	.....	.....	.....	.....
.....	350	412	.....	.....	.....	.....	.....
.....
.....	.....	.....	.....	.....	30	.....	.....
161,659	138,498	80,652	126,729	60,067	9,272	2,821	8,815
12,657	178,291	54,379	16,016	10	8,738	1,125	1,015
66,309	42,466	2,484	6,571	109,777	75,808	17,254	25,676
2,327	17,010	12,789	13,415	400	1,713	3,852	51
.....	.....	.....	.....	215	358	369	2,045
.....
.....	.....	.....	324	.....	.....	.....	.....
.....
.....	.....	.....	50	.....	.....	.....	.....
.....	.....	.....	.....	743	544	466	.....
.....
.....	.....	.....	.....	149	286	67	.....
40	.....	160	.....	80	222	555	.....
1,095	1,472	371	284	.....	.....	.....	.....
.....	.....	.....	.....	11	29	.....	14

TABLE V.—Value of Exports From Newfoundland for

ARTICLES.	TOTALS.	
	1902-3	1903-4
Potatoes	\$23	\$588
Rabbits	40	240
Rinds	20	75
Socks	287	297
Salmon.....	65,330	75,332
Salt	2,975	225
Scallops		27
Seals, Dressed	99	163
Seal Skins	325,137	258,987
Sheep		273
Shingles.....		160
Skins, Walrus	4,215	13
" Calf		48
" Deer..		180
" Sheep	3,184	
" Whale... ..		
Slate	57,700	39,850
Smelts		20
Soap		
Sounds & Tongues	102	218
Spars.....	597	
Specie.....	63,626	1,506
Spirits, Whiskey.....	225	377
Squid		
Stearine	3,705	6,756
Steel Billets.....	2,212	2,000
Sugar	90	
Tea	534	235
Timber and Shooks	29	125
Tobacco	1,590	1,876

the Years 1902-03 to 1905-06, with Destinations.--- (Continued).

TOTALS		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$39	\$28				
		\$40	\$240		
534	385				
85,869	106,645	30,821	41,434	\$42,522	\$43,188
	1,454				
60					
375	141	8	26	£0	14
370,261	314,048	139,354	106,816	220,296	237,460
39	447				
100	139				
	100	3,725			
174	80				
1,189	802			526	800
	150				150
40,600	38,163	57,700	38,750	40,600	37,760
206	2,478				
728	99				
86	131				
2,178			779	600	
85	260	25	95		
12					
3,374	5,263	1,985	5,556	1,659	4,778
30					
331	143		221	279	
493	1,137				
552	1,009			114	

TABLE V. - Value of Exports From Newfoundland for

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Potatoes.....	\$29	\$24	\$22	\$25
Rabbits				
Rinds	20	75		
Socks	287	297	543	358
Salmon	21,374	24,100	32,476	43,937
Salt	2,975	225		1,304
Scallops				
Seals, Dressed	72	56	70	13
Seal Skins.....	411	129	15	105
Sheep				
Shingles.....				
Skins, Walrus		13		5
" Calf		48	174	80
" Deer		180	659	2
" Sheep				
" Whale.....				
Slate		100		403
Smelts		20	176	1,284
Soap.....				99
Sounds and Tongues	102	208	78	131
Spars	180			
Specie	59,436		841	
Spirits, Whisky.....	200			175
Squid			12	
Stearine.....	770	1,200	1,715	485
Steel Billets				
Sugar	90		30	
Tea	534		52	58
Timber and Shooks			33	
Tobacco		107	197	100

Years 1902-03 to 1905-06, with Destinations.— (Continued).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
	\$4	\$17	3	\$5	\$560		
\$8,660	5,675	1,598	4,286	4,275	4,033	\$9,273	\$15,240
							150
					27	60	
19	81	225	54				60
185,372	152,042	149,950	76,473				
					273	39	447
			100		160	100	39
490			95				
		4					
3,184							
		30	1,194				
						728	
						8	
					417		
4,190		737		727			
	282	85	85	882			
950							
2,212	2,000			2,000			
			15				70
		220			29	240	1,137
	10		9	10	1,590	241	900

TABLE V.—Value of Exports From Newfoundland for

ARTICLES.	TOTALS.	
	1902-3	1903-4
Trout	\$8,492	\$9,032
Turbot	874	1,487
Twine and Lines.....	1,133	1,436
Vension.....		120
Whalebone.....	9,590	29,557
Whale Meat.....		173
Wine, Port.....	23,268	12,620
Wood	3,168	2,145
Wool.....	80	23
Totals, Dollars.....	9,976,504	10,381,897

the Years 1902-03 to 1905-06, with Destinations.—(Continued).

TOTALS.		UNITED KINGDOM.			
1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$12,548	\$10,511	\$1,991	\$1,537	\$2,472	\$763
850	490	.....	10	.....	.....
1,045	788	.....	14	.....	.....
.....
34,835	27,143	5,940	12,023	15,378	11,867
214	1,704	.....	8	.....	.....
13,064	11,866	21,931	11,564	10,676	10,975
2,161	73	170	106	67	47
14	13	.....	.....	.....	.....
10,669,342	12,086,276	2,173,090	1,993,995	1,940,945	1,662,612

TABLE V. - Value of Exports From Newfoundland for

ARTICLES.	CANADA.			
	1902-3	1903-4	1904-5	1905-6
Trout	\$3,372	\$1,767	\$5,901	\$4,563
Turbot	546	1,421	840	490
Twine and Lines.....	1,133	1,422	1,045	788
Vension.....		120		
Whalebone.....		14,832	18,558	15,116
Whale Meat.....		99	5	15
Wine, Port.....	765	558	841	529
Wood		2	36	20
Wool.....	80	23	14	13
Totals, Dollars.....	1,102,659	1,102,728	1,135,848	1,777,169

Years 1902-03 to 1905-06, with Destinations.—(Concluded).

UNITED STATES.				ELSEWHERE.			
1902-3	1903-4	1904-5	1905-6	1902-3	1903-4	1904-5	1905-6
\$3,057	\$5,289	\$3,943	\$3,688	\$5,289	\$72	\$232	\$1,497
304	4	6	.....	4	24	4	.....
.....
.....
450	2,702	899	10	2,702	3,200	.....	150
.....	.....	195	1,409	.....	.....	14	280
252	447	858	282	447	320	689	80
.....	.....	.....	6	2,998	2,037	2,058	.....
.....
1,357,031	1,470,497	1,418,624	1,278,997	5,343,724	5,814,697	6,173,925	7,367,498

Movements and Value of Total Trade, 1888 to 1905-06.

1888.....	\$14,816,453
9	13,461,344
1890.....	12,468,541
1.....	14,306,616
2.	11,399,857
3.....	13,853,481
4.....	12,975,907
5-6.....	12,625,048
6-7.....	10,864,123
7-8.....	10,415,796
8-9.....	13,247,560
9-1900.....	16,124,723
1900-1.....	15,836,481
1-2.....	17,389,209
2-3.....	18,456,448
3-4.....	19,830,561
4-5	20,661,172
5-6.....	22,500,550

PERCENTAGE OF TOTAL TRADE.

I.—WITH UNITED KINGDOM.

1888.....	38.0 p.c.
9.....	34.9
1890.....	29.5
1.....	30.1
2.....	31.9
3.....	28.8
4.....	29.9
5-6.....	29.3
6-7.....	30.4
7-8.....	27.6
8-9.....	25.5
9-0.....	25.8
1900-1...	26.2
1-2...	25.0
2-3...	23.3
3-4...	22.5
4-5...	21.9
5-6...	19.2

II.—WITH CANADA.

1888.....	17.3 p.c.
9.....	19.6
1890.....	24.5
1.....	23.0
2.....	19.2
3.....	25.5
4.....	26.5
5-6.....	22.7
6-7.....	19.0
7-8.....	22.1
8-9.....	19.8
9-0.....	20.6
1900-1...	20.2
1-2...	21.0
2-3...	21.5
3-4...	22.8
4-5...	25.0
5-6...	23.1

III.—WITH UNITED STATES.

1888.....	13.1 p.c.
9.....	15.6
1890.....	13.6
1.....	14.7
2.....	14.6
3.....	16.7
4.....	17.3
5-6.....	15.5
6-7.....	24.4
7-8.....	20.1
8-9.....	19.2
9-0.....	18.5
1900-1...	18.7
1-2...	21.3
2-3...	23.1
3-4...	22.5
4-5...	19.9
5-6...	21.8

TABLE OF IMPORTS AND EXPORTS, 1888 to 1905-06.

1888	Imports	\$7,420,400
	Exports	7,396,053
1889	Imports	6,607,065
	Exports	6,854,279
1890	Imports	6,368,855
	Exports	6,099,686
1891	Imports	6,869,458
	Exports	7,437,158
1892	Imports	5,012,877
	Exports	6,386,974
1893	Imports	7,572,569
	Exports	6,280,912
1894	Imports	7,164,738
	Exports	5,811,169
1895-6	Imports	5,986,861
	Exports	6,638,187
1896-7	Imports	5,938,334
	Exports	4,925,789
1897-8	Imports	5,188,863
	Exports	5,226,933
1898-9	Imports	6,311,245
	Exports	6,936,315
1899-1900	Imports	7,497,147
	Exports	8,627,576
1900-01	Imports	7,476,503
	Exports	8,359,978
1901-02	Imports	7,836,685
	Exports	9,552,524
1902-03	Imports	8,479,944
	Exports	9,976,504
1903-04	Imports	9,448,664
	Exports	10,381,897
1904-05	Imports	10,279,293
	Exports	10,669,342
1905-06	Imports	10,414,274
	Exports	12,086,276

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