

JOURNAL
OF THE
LEGISLATIVE COUNCIL
OF THE
ISLAND OF NEWFOUNDLAND.



His Excellency Sir STEPHEN JOHN HILL, Knight, Commander of the Most Distinguished Order of St. Michael and St. George, and Companion of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

SECOND SESSION OF THE TWELFTH GENERAL ASSEMBLY.

1876.

ST. JOHN'S, N. F.:

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

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SECOND EDITION OF THE SWORN IN GENERAL ASSEMBLY

1878

BY JOHN W. B. B.

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PROCLAMATION.

By His Honor SIR HUGH W. HOYLES, *Knight,*
Administrator of the Government of the
H. W. HOYLES, *Island of Newfoundland and its Depen-*
Administrator. *dencies, &c., &c.*

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

WHEREAS the General Assembly of this Island stands *Prorogued* until *Wednesday*, the 25th day of *August* next: and Whereas I think fit to *Prorogue* the said *General Assembly* until *Wednesday*, the 20th day of *October* next: I do, therefore, by this my Proclamation, further *Prorogue* the said *General Assembly* until *Wednesday*, the 20th day of *October* next, as aforesaid; of which all persons concerned are required to take due notice and govern themselves accordingly.

GIVEN under my Hand and Seal, at St. John's, in the aforesaid Island, the Twenty-first day of August, A. D. One Thousand Eight Hundred and Seventy-five.

By His Honor's Command,

E. D. SHEA,
Colonial Secretary.



PROCLAMATION.

STEPHEN J. HILL,
Governor.
[L. S.]

*By His Excellency Sir STEPHEN JOHN HILL,
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.*

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

WHEREAS the *General Assembly* of this Island stands *Prorogued* until *Wednesday*, the 20th day of *October* next; and Whereas I think fit to *Prorogue* the said *General Assembly* until *Wednesday*, the 15th day of *December* next: I do, therefore, by this my Proclamation, further *Prorogue* the said *General Assembly* until *Wednesday*, the 15th day of *December* next, as aforesaid; of which all persons concerned are required to take due notice and govern themselves accordingly.

GIVEN under my Hand and Seal, at St. John's, in the aforesaid Island, the Eighteenth day of October, A. D. One Thousand Eight Hundred and Seventy-five.

By His Excellency's Command,

E. D. SHEA,
Colonial Secretary.



PROCLAMATION.

By His Excellency Sir STEPHEN JOHN HILL,
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.

STEPHEN J. HILL,
Governor.
[L. S.]

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING :

WHEREAS the *General Assembly* of this Island stands *Prorogued* until *Wednesday*, the 15th day of *December*, inst. ; and Whereas I think fit to *Prorogue* the said *General Assembly* until *Thursday*, the 3rd day of *February* next : I do, therefore, by this my *Proclamation*, further *Prorogue* the said *General Assembly* until *Thursday*, the 3rd day of *February* next, as aforesaid, *then to meet for the despatch of business* : of which all persons concerned are required to take due notice and govern themselves accordingly.

GIVEN under my Hand and Seal, at St. John's, in the aforesaid Island, this Thirteenth day of December, A. D. One Thousand Eight Hundred and Seventy-five.

By His Excellency's Command

E. D. SHEA,
Colonial Secretary.

LEGISLATIVE COUNCIL

OF

NEWFOUNDLAND.

Second Session of the Twelfth General Assembly.

Thursday, February 3rd, 1876.

This being the day appointed for the meeting of
the Colonial Legislature,

At One of the Clock the House met.

Council meets.

PRESENT :

The Honorable Mr. MORRIS, *President.*

Members present.

Honorables Messrs. STABB,
KENT,
CLIFT,
WHITE,
TESSIER,
WINTER,
SHEA,
DONNELLY,
THORBURN,
TALBOT,
RENDELL.

At Two of the Clock, P. M., His Excellency the
Governor having arrived at the Council Chamber,
and being seated on the Throne, the Honorable the
President commanded the Gentleman Usher of the
Black Rod, attendant on the Council, to go to the
Commons House of Assembly and inform the
Speaker and the Members thereof, that it is His

Governor arrives
at Council
Chamber.

Excellency's will and pleasure that they attend at the Bar of this House; and they being come thereto, His Excellency the Governor was pleased to open the present Session of the Legislature with the following gracious Speech to both Houses:

Governor's
Speech.

Mr. President and Honorable Gentlemen of the Legislative Council:

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

I have great gratification in recurring to your counsel and co-operation in the conduct of public affairs on this the seventh occasion since my assumption of the Government of the Colony.

The Seal Fishery of last year was of but partial good fortune, which was limited almost wholly to the steamer portion of the outfit. The season having been one of unusual rigour, enormous quantities of ice impeded the movements of the sailing fleet, and thus caused the failure of their enterprise. The result, however, on the whole, was of an average amount.

The Cod Fishery was unproductive on some parts of the Newfoundland coast, while prosperous in other localities. That of Labrador gave a fair return, which, with the enhanced prices of produce, rendered the general operations of the season moderately remunerative to producers. Our exports to foreign markets have in most instances obtained satisfactory sales.

My Government having been apprised last spring of the existence of fever in Conception Bay, and apprehending danger to those engaged in the Labrador Fishery, appointed an experienced medical man to proceed with them to that coast and remain there during the fishing season. He rendered very excellent services, which, while inspiring salutary confidence, probably averted much loss of life.

The cultivation of the land has met with an ordinary degree of success. Our most important crop, the potatoe, has been indeed visited with blight, but the produce was exceptionally large, and the greater portion of the yield of this valuable article of food has been preserved in sound condition.

Governor's
Speech.

The provisions of the Act of last Session for Inspection of Pickled Fish have been carried out with marked benefit to this branch of our commercial interest. To insure to the Act its full effect, improvement will be requisite in the cure of the Fish, and great care with regard to the packages. The law regulating the latter came into force with the commencement of the present year.

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

During the first quarter of last year the ice-bound state of the coast for some time prevented the entrance of shipping to our harbors, and the collection of Customs revenue was thus appreciably diminished. I am glad, however, to be enabled to inform you that the aggregate receipts for the year exceeded the estimated sum.

The accounts for 1875, with the estimates for the current year, will be promptly laid before you, and I rely on your accustomed readiness to provide for the exigencies of the public service.

Mr. President and Honorable Gentlemen of the Legislative Council:

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

As early as practicable last spring a staff of Engineers was selected and sent here by Mr. Sandford Fleming, the eminent Engineer of Canada, to carry out a preliminary survey for the proposed Railway in this country, and, with the exception of some

Governor's
Speech.

fifteen miles, this work has been completed. In the unavoidable absence of Mr. Fleming, Mr. Alexander Murray has, at Mr. Fleming's request, prepared a digest of the Report of the Engineers, which will be found to contain valuable information on the characteristics of the line of country traversed. It gives assurance that this line presents no material obstacles to the construction of a Railroad. At an early day I hope to receive from Mr. Fleming his own full report on the project, with which you will be furnished for your complete satisfaction and guidance. I have to express my thankful acknowledgements to Mr. Sandford Fleming for his able and gratuitous services in connection with this undertaking, Mr. Fleming having evinced his zealous interest as far back as 1868, when he had a survey worked out here at his own personal expense.

The Report of Mr. McLeod, Civil Engineer, of his survey of the Timber Forests on the Humber and at Gander Bay, with an explanatory map, and Mr. Murray's report of his Geological explorations, will be also as speedily as possible placed in your hands.

Mining pursuits in this country have acquired an importance rapidly on the increase, which will be fully apparent from the large issue of Licenses and Grants within the year. The continued successful operations at Tilt Cove, and the recent prosperous developments at Bett's Cove in the same neighborhood, both affording employment to several hundreds of our people, demonstrate the mineral wealth of this region. In view of the growth of this new industrial resource, you will, I think, recognise the necessity of an accurate mapping out of the tract of country in question, both for necessary information, and for the avoidance of difficulties likely to arise from confused or disputed limits.

Native ship-building appears to have received an impetus from the application of your bounty, and I

trust the increased encouragement offered by the ^{Governor's} legislation of last session, particularly the liberal ^{Speech.} grant for the building of steam bait-skiffs, may still further speed this industry.

An application has been lately made to my Government on behalf of a proposed Company for a Charter and pecuniary aid for the extension of Telegraphic communication to the northward of this Island. The merits of the proposal will doubtless receive your mature consideration, and you may possibly be enabled to devise a measure that will place Telegraphic intercourse within the enjoyment of those other sections of the colony which have not hitherto known its esteemed advantages.

Since our last meeting Commissioners, appointed by Great Britain and France, have had under consideration those vexed questions arising from our Fishery Treaties, in which we hold so vital an interest; their basis of negotiation being the Resolutions adopted in 1874 by the Local Legislature. These proceedings still engage the solicitous attention of Her Majesty's Government with the hope of an acceptable adjustment of the respective claims; and my advisers have not failed to use their utmost endeavours for the settlement of those long-pending conflicts so fraught with evil, and which at length assume an aspect becoming more and more alarming. The gravity of the issues has now obtained for this subject an unwonted prominence in Great Britain, and gentlemen of high influence in Parliament and the Press are also actively enlisted for the maintenance in their integrity of British and Colonial rights, so far as they are consistent with the due observance of Treaty obligations. I earnestly hope our united efforts may soon attain their object; and the inquiry may suggest itself whether some further action on your part, would not tend to accelerate this anxiously desired conclusion.

The subject of compensation for those privileges granted to American fishermen by the Washington

Governor's
Speech.

Treaty, will be dealt with at Halifax in June next, by British and American Commissioners. My Government will be prepared to adopt such course as may appear to be most conservative of those paramount claims of the colony which are involved in this question.

A proposition from the Imperial Government, under the Treaty of Berne, for a reduced and uniform rate of postage, at five cents the half ounce, between Europe and America, has received the provisional assent of my Government. I have no doubt the arrangement will much promote public convenience.

It will be worthy of your deliberation that some steps be taken to assist the revival of the fishery on the Banks, once the prolific source of wealth to our trade. With fewer advantages than we possess in our proximity to those teeming fishing grounds, our American and French rivals have continued to fish there, with encouraging results, and their example should stimulate endeavour on our part to re-establish this promising enterprise.

The admitted diminution in the supply of Bait on our shores is a matter that must command your best attention, and it will be for you to determine what course should be adopted for the prevention of the reckless waste which now threatens the destruction of this vital element in the prosecution of our staple industry.

The new Light Houses at Channel and Burgeo have been for some time in operation with benefits highly prized by the mariner. The Light at Twillingate North Point will be exhibited in the coming spring, the building being now complete and the machinery imported. The small and inefficient Light at Harbor Briton has been replaced by one of superior character and on a more advantageous site.

The new wing of the St. John's Hospital has been

completed and the whole building furnished with the most approved modern appliances. In all essential respects this institution will now bear favourable comparison with those of other countries. Governor's Speech.

I am happy to state that though two or three cases of small-pox were introduced here last summer, the vigilance and judicious management of the authorities sufficed under Providence to prevent the extension of this dread pestilence amongst our population. We have cause of deep thankfulness in our exemption from epidemic disease during the year, and the contrast thus presented with so many other communities.

The strict observance of the requirements of our amended License Act has had a salutary effect in repressing offences arising from intemperance; and the peace and good order which generally prevail, although a normal condition here, afford nevertheless a just subject of congratulation.

The despatches received from the Secretary of State for the Colonies, and such correspondence as should be submitted to you, will be laid on the table of your Honorable Houses.

This is probably the last occasion on which I shall have the pleasure of addressing you. I cannot therefore forego the public opportunity, ere I leave this land for ever, of expressing the great satisfaction I have always experienced in my intercourse with the Legislative Bodies; and although under the free form of Responsible Government which you enjoy, I have known changes in the administration in accordance with the movements of public opinion, and I have been thus brought into connection with all sections of party, I have at no time found any difficulty in conducting the administration of the Government, being enabled to act in harmony with the respective Ministries. I shall always hear with sincere pleasure of the prosperity of Newfoundland, feeling assured that the future of

Governor's
Speech.

the Colony will fully realize the best anticipations of her people.

In conclusion I fervently trust that the Omnipotent Ruler may direct your counsels to the accomplishment of measures most conducive to the well-being of the Colony.

STEPHEN J. HILL.

GOVERNMENT HOUSE, Nfld., }
3rd February, 1876. }

Governor retires.

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

President reads
Speech.

A Copy of His Excellency's Speech having been left with the Honorable the President, it was read by him.

On Motion of the Hon. Mr. Tessier,—

Select Committee
on Address.

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

Ordered,—That Hon'bles Messrs. Tessier, Kent, Winter, Thorburn and Talbot, be a Committee for that purpose.

Notice of motion
for Committee on
Contingencies.

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

Notice to bring in
Bill.

Hon. Mr. Donnelly gives notice that he will, on to-morrow, ask leave to introduce a Bill to Amend the Act passed last Session, entitled "An Act respecting Certificates to Masters and Mates."

Adjourned.

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

Monday, February 7th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,

KENT,

CLIFT,

WHITE,

TESSIER,

WINTER,

SHEA,

DONNELLY,

THORBURN,

TALBOT,

RENDELL.

The Minutes of Thursday last were read and confirmed. Minutes read and confirmed.

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

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

Ordered,—That Hon'bles Messrs. Tessier, Kent, Shea, Thorburn and Talbot, be a Committee for that purpose.

Pursuant to notice, and on motion of the Hon. Mr. Donnelly, the Bill entitled "An Act to amend the Act passed in the Thirty-eighth year of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates,'" was read a first time, and— Amendments of Masters' and Mates' Bill, read 1st time.

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

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

Wednesday, February 9th, 1876.

House meets. The House met pursuant to ajournment.

PRESENT :

Members present. The Honorable Mr. MORRIS, *President*.
 Honorables Messrs. STABB,
 KENT,
 CLIFT,
 WHITE,
 TESSIER,
 WINTER,
 SHEA,
 DONNELLY,
 THORBURN,
 TALBOT,
 RENDELL.

Minutes read and confirmed. The Minutes of Monday last were read and confirmed.

Hon. Mr. Harvey's leave of absence. The Hon. the President informed the House that the Hon. Mr. Harvey had received leave of absence from His Excellency the Governor.

Address reported. Hon. Mr. Tessier, from the Select Committee to prepare an Address in Reply to the Speech of His Excellency the Governor, presented a draft of the same, which was received, and read a first time, and—

Ordered,—To be read a second time to-morrow, and in the meantime printed for the use of Members.

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

Friday, February 11th, 1876.

The House met pursuant to adjournment.

House meets:

PRESENT:

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,
KENT,
WHITE,
TESSIER,
WINTER,
DONNELLY,
THORBURN,
TALBOT,
RENDELL.

The Minutes of Wednesday last were read and confirmed.

Minutes read and confirmed.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Tessier, the Address in reply to the Speech of His Excellency the Governor, was read a second time, and

2nd reading of Address of Thanks.

Ordered,—To be committed to-morrow.

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

Notice of motion to suspend 35th Rule.

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

Adjourned.

Monday, February 14th, 1876.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present.

The Honorable Mr. MORRIS, *President*.
 Honorables Messrs. STABB,
 KENT,
 WHITE,
 TESSIER,
 WINTER,
 SHEA,
 DONNELLY,
 THORBURN,
 TALBOT,
 RENDELL.

Minutes read and confirmed.

The Minutes of Friday last were read and confirmed.

Committee on Address of Thanks.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Tessier, the House went into Committee on the Address in reply to the Speech of His Excellency the Governor.

Hon. Mr. Winter in the chair.

After some time the House resumed.

Progress reported.

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

Ordered,—That the Report be received.

Adjourned.

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

Wednesday, February 16th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,

KENT,

WHITE,

TESSIER,

WINTER,

SHEA,

DONNELLY,

THORBURN,

TALBOT,

RENDELL.

The Minutes of Monday last were read and confirmed. Minutes read and confirmed.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Tessier, the House went into Committee on the Address in reply to His Excellency's Speech. Committee on Address of Thanks.

Hon. Mr. Winter in the Chair.

After some time the House resumed.

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

Ordered,—That the Report be received.

Hon. Mr. Kent gives notice that he will, on to-morrow, ask the Hon. the Representative of the Government what time or date the contract of the Western Coastal Steam for the Conveyance of Mails will terminate. Notice of motion.

Hon. Mr. Thorburn gives notice that he will, on to-morrow, bring under notice of Government the desirability of making better arrangements for Con- Notice of motion.

veyance of Mails, during the Winter Months, between St. John's, the North side of Trinity Bay and Bonavista Bay.

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

Thursday, February 17th, 1876.

House meets. The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. STABB,
 Honorables Messrs. KENT,
 CLIFT,
 WHITE,
 TESSIER,
 WINTER,
 SHEA,
 DONNELLY,
 THORBURN,
 TALBOT,
 RENDELL.

The Hon. Mr. Stabb, Senior Member present, took the Chair.

Minutes read and confirmed. The Minutes of Wednesday last were read and confirmed.

Committee on Address of Thanks. Pursuant to the Order of the Day, and on motion of the Hon. Mr. Tessier, the House went into Committee on the Address in Reply to His Excellency's Speech.

Hon. Mr. Winter in the Chair.

After some time the House resumed.

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

Ordered,—That the Report be received.

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

Ordered,—That the 35th Rule with reference to Rule suspended. the Address be suspended.

Whereupon the said Address was read a third time presently, and passed.

Address read a third time and passed.

The Hon. the President signed the same.

Address signed.

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

To be engrossed and presented by a deputation of the whole House.

The Address is as follows :—

To His Excellency Colonel SIR STEPHEN J. HILL, Knight, Commander of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Honourable Military Order of the Bath, Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

Address.

MAY IT PLEASE YOUR EXCELLENCY ;—

We, the Legislative Council of Newfoundland, in Session convened, return our respectful thanks for the Speech with which Your Excellency has been graciously pleased to open the present Session of the Legislature.

The Fisheries of the past year, although not attended with that full measure of success that marked the results of former years, were nevertheless fairly remunerative, particularly when taken in connexion with the improved state of our foreign markets.

We highly approve of the efforts of the Government towards the suppression and prevention of those fearful epidemics that make such distressing ravages in other countries. By this judicious and

Address—

(Continued.)

well-directed action, those engaged in the Labrador Fishery had the benefit of the constant attention of an experienced Medical Gentleman, and were saved much anxiety in the pursuit of their perilous avocations.

It is satisfactory to find that the cultivation of the soil has met with moderate success, and that the Potato crop, notwithstanding the partial blight, has been fairly abundant.

With regard to the Law for the Inspection of Pickled Fish, we trust, with Your Excellency, that such further attention will be given to this subject as will insure improvement in the cure of the Fish, and in the manufacture of packages.

We are pleased to find that the Survey of the projected Railroad in Newfoundland has been nearly accomplished, with result showing its feasibility; and we thank Your Excellency for the promised Reports of this important work and for other information respecting our Timber lands, as well as for Mr. Murray's Report of his Geological explorations. We shall be glad to receive Mr. Fleming's full Report in reference to the Railway.

The growing importance of Mining operations, affording even now profitable employment to numbers of our people, is a subject worthy the attention of the Government; and we think it essential that an accurate survey of Mining localities be undertaken, as Your Excellency suggests, for general information, and to prevent questions as to rights or boundaries.

With a sea-faring population such as ours, any course which fosters and encourages Native Ship-building deserves our approval.

The merits of a proposal lately made to the Government for the extension of Telegraph communication to the Northward will receive our earnest consideration; and we trust a measure may be

devised whereby the acknowledged advantages Address—
already accruing from existing Telegraphic commu- (Continued.)
nication may be more generally extended.

We agree with Your Excellency as to the gravity of the issues involved in the negotiations now pending between the Governments of Great Britain and France respecting our Treaty rights,—the subject being one of such vital importance as to enlist the active sympathy and support of gentlemen of high influence in Parliament and of the British press, whose assistance we thankfully acknowledge and fully appreciate; and we sincerely hope that such a conclusion may be speedily reached as will place our rights upon a sure foundation, leaving no opportunity for future question or dispute. We will give our assistance to any further measures that may be considered necessary to attain so desirable a result.

We have every confidence that the Government, in dealing with the question of compensation for those privileges granted to the Americans by the Washington Treaty, will pursue a line of conduct conservative of the interests and claims of the Colony.

We shall be prepared to give our best attention to any measures having for their object the revival of the Bank Fishery, at one time the source of great wealth to this Colony.

In view of the alarming decrease in the supply of Bait, we shall be glad to aid in the adoption of such means as will tend to prevent the reckless waste of so vital an element in the prosecution of our fisheries; and we are of opinion that the more extended use of Steam Bait-skiffs would tend to mitigate in a great degree this growing evil.

The proposition for a reduced and uniform rate of Postage between Europe and America meets our approval, as we believe it to be a measure of public convenience.

Address—
(Continued.)

In increasing the number and efficiency of our Light-Houses, affording such great protection to our sea-faring people, as well as to those of other countries, the government are adopting a course in which we cordially concur.

We are glad to hear of the completion of the St. John's Hospital and its admirable internal arrangements and appliances, bearing as they do favorable comparison with similar institutions elsewhere.

It is gratifying to find that the Amended License Act has had a beneficial effect in promoting and preserving the peace and good order of the community.

We thank your Excellency for the promise to furnish us with copies of Despatches received from the Secretary of State for the Colonies, and other correspondence of a public character.

We deeply regret to find that your Excellency anticipates an early departure from our shores, after a successful administration of this Government for now nearly seven years; and we can assure you that the Legislative Council will always retain a pleasing recollection of the intercourse that has ever subsisted between us.

We recognize the dignified impartiality with which your Excellency has uniformly acted in the discharge of those important duties entrusted to you by our Sovereign.

We unite with your Excellency in the hope that the Omnipotent Ruler may direct our counsels to the accomplishment of measures most conducive to the well-being of the Colony.

EDWARD MORRIS,
President.

Legislative Council, }
February 17th, 1876. }

Adjourned.

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

Friday, February 18th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,

KENT,

CLIFT,

WHITE,

TESSIER,

WINTER,

SHEA,

DONNELLY,

THORBURN,

TALBOT.

The Minutes of Thursday last were read and confirmed.

Minutes read and confirmed.

On motion made, the House adjourned until Monday next, at Eleven o'clock, A. M.

Adjourned.

Monday, February 21st, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,

KENT,

CLIFT,

WHITE,

TESSIER,

WINTER,

DONNELLY.

The Minutes of Friday last were read and confirmed.

Minutes read and confirmed.

Communication
from Private Se-
cretary as to Ad-
dress of Thanks.

The Hon. the President read a communication from Thomas J. Kough, Esquire, Private Secretary, stating that His Excellency the Governor would receive the Address of this House on to-morrow, Tuesday, at 12 o'clock, noon.

Adjourned.

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

Tuesday, February 22nd, 1876.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present.

The Honorable Mr. MORRIS, *President*.

Honorables Messrs. STABB,

KENT,

CLIFT,

WHITE,

TESSIER,

WINTER,

SHEA,

DONNELLY,

THORBURN,

TALBOT.

Minutes read and
confirmed.

The Minutes of Monday last were read and confirmed.

At Twelve o'clock, noon, the House proceeded to Government House with the Address.

Address to
Governor pre-
sented.

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

Mr. President and Honourable Gentlemen of the Legislative Council :

Reply.

I am gratified to receive your Address, accepting as it does the general subjects brought under your

consideration; and I trust the result of your Legislative labours will prove most beneficial to the interests of Newfoundland. Reply.—
(Continued.)

With respect to myself, I beg to assure you that I feel sensibly the high compliment you pay me.

I shall take with me, when leaving you, the warmest interest in the well-being of this Island, and its people will ever have my sincere good wishes for their prosperity and happiness.

STEPHEN J. HILL.

Government House, Nfld., }
22nd February, 1876. }

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

Thursday, February 24th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,

KENT,

CLIFT,

WHITE,

WINTER,

DONNELLY,

THORBURN,

TALBOT,

RENDELL.

The Minutes of Tuesday last were read and confirmed. Minutes read and confirmed.

Documents laid
on the Table.

The Hon. Mr. Donnelly, Financial Secretary, by command of His Excellency the Governor, laid on the Table of the House the following Documents :—

Despatches advising allowance of Statutes of 1875.

Correspondence respecting Foreign Enlistment.

Correspondence in reference to Act respecting Certificates to Masters and Mates.

Circular respecting Quarantine Regulations.

Circular enclosing copy of Merchant Shipping Act, 1875.

Circular respecting correct computed area of the Colonies.

Circular respecting Blue Book.

Order in Council extending to Dutch Vessels advantages of Merchant Shipping Act, 1862.

Bill to amend
Masters and
Mates' Act, read
2nd time.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Donnelly, the Bill entitled "An Act to amend the Act passed in the 38th year of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates,'" was read a second time, and—

Ordered,—To be committed to-morrow.

Question asked.

Pursuant to notice, the Hon. Mr. Kent asked the Hon. the Representative of the Government what time or date the contract of the Western Coastal Steam for the Conveyance of Mails would terminate.

Reply.

The Hon. Mr. Donnelly replied that the contract would terminate on the 10th day of May, 1877.

Petition laid on
Table.

The Hon. Mr. Rendell laid upon the Table a Petition on behalf of the "Cape St. John Telegraph Company."

Adjourned.

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

Monday, February 28th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,

KENT,

WHITE,

TESSIER,

WINTER,

SHEA,

DONNELLY,

TALBOT.

The Minutes of Thursday last were read and confirmed.

Minutes read and confirmed.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Donnelly, the House went into Committee on the Bill entitled "An Act to amend an Act passed in the 38th year of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates.'"

Committee on Bill to amend Masters' and Mates' Act.

Hon. Mr. Kent in the Chair.

After some time the House resumed.

The Chairman reported the Bill without Amendment.

Bill reported without amendment.

Ordered,—That the Report be received, and—

Ordered,—That the Bill be read a third time tomorrow.

On motion made, the House adjourned until Tuesday, March 7th, at half-past Four o'clock, P. M.

Adjourned.

Tuesday, March 7th, 1876.

House meets. The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. MORRIS, *President*.
 Honorables Messrs. STABB,
 KENT,
 CLIFT,
 WHITE,
 TESSIER,
 WINTER,
 SHEA,
 DONNELLY,
 THORBURN,
 TALBOT,
 RENDELL.

Minutes read and confirmed. The Minutes of Monday, February 28th, were read and confirmed.

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

Report on the Newfoundland and Labrador Fisheries—Captain Erskine.

Summary of the Newfoundland Railway Survey.

Preliminary Report of Mr. C. H. McLeod, and his General Report on the Survey of Timber Lands.

Report of the Officer in charge of Fishery Protection, Cape John.

Expenditure for Relief of the Poor, 1875.

Report of the Cashier of Newfoundland Savings' Bank.

Report of Directors Harbor Grace Grammar School.

Statement of Boot and Shoe Company.

Documents laid
on Table.

Statement of Screw Tug Company.

Report of the Directors of Harbor Grace Water
Company.

Report of the Directors of Notre Dame Bay
Mining Company.

Statement of Commercial Bank.

Report of St. John's Floating Dry Dock.

Reports of Salmon Wardens.

Pursuant to the Order of the Day, Hon. Mr. Donnelly moved that the Bill "To amend an Act passed in the 38th year of the Reign of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates,'" be read a third time ;

Third reading
Masters' & Mates'
Amendment Bill.

Whereupon the said Bill was read a third time,
and

Ordered,—That the Bill do now pass, and be entitled "An Act to amend an Act passed in the 38th year of the Reign of Her present Majesty, entitled 'An Act respecting Certificates to Masters and Mates,'" and the Honorable the President signed the same.

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

Message to As-
sembly with Bill.

Pursuant to notice, the Hon. Mr. Thorburn brought under notice of Government the desirability of making better arrangements for conveyance of Mails, during the Winter Months, between St. John's, the North Side of Trinity Bay, and Bonavista Bay.

Question asked.

Hon. Colonial Secretary stated in reply that the Post Master General intends proposing fortnightly

Reply.

land communication to the Northward, and that the Government will probably look with favor on the proposition.

Adjourned.

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

Friday, March 10, 1876.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present.

The Honorable Mr. MORRIS, *President*.
 Honorables Messrs. KENT,
 CLIFT,
 TESSIER,
 SHEA,
 DONNELLY,
 THORBURN,
 TALBOT,
 RENDELL.

Minutes read and confirmed.

The Minutes of Tuesday last were read and confirmed.

Deputation from Assembly with Message.

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

Mr. PRESIDENT.—

Message.

The House of Assembly having appointed a Committee of five members to take into consideration the petition of Francis Ellerhausen and others, praying for the grant of a Charter to the petitioners, constituting a Company under the title of the "Cape St. John Telegraph Company," respectfully request that the Legislative Council will be pleased to appoint a Committee of their body to co-operate

with a Committee of this House on the above subject.

P. EMERSON,
Speaker.

House of Assembly, }
March 9th, 1876. }

The Hon. the President informed the House that the Hon. Edward White had received leave of absence from His Excellency the Governor for the remainder of the Session. Leave of absence granted to Hon. E. White.

Hon. Mr. Rendell gives notice that he will, on to-morrow, move the appointment of a Select Committee, to confer with a Committee of the House of Assembly, on the subject of a Petition from Francis Ellershausen and others, for a Charter to the "Cape St. John Telegraph Company." Notice of motion.

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

Tuesday, March 14th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President.*

Members present.

Honorables Messrs. STABB,
KENT,
CLIFT,
TESSIER,
WINTER,
SHEA,
DONNELLY,
THORBURN,
TALBOT,
RENDELL.

The Minutes of Friday last were read and confirmed. Minutes read and confirmed.

Petition on Tele-
graphy read.

On motion of the Hon. Mr. Rendell, the Petition on behalf of the Cape St. John Telegraph Company, was read.

On motion of the Hon. Mr. Donnelly,—

Ordered,—That a Select Committee of this House be appointed to co-operate with the Select Committee of the House of Assembly, on the subject of granting a Charter to the “Cape St. John Telegraph Company;” and that Hon’bles Messrs. Tessier, Clift, Thorburn, Kent and Donnelly, be a Committee for that purpose; and that a message be sent to the House of Assembly to this effect; and that the Committee will meet in the Committee Room of the Council, on Wednesday, March 22nd, at 12 o’clock, noon.

Adjourned.

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

Thursday, March 16th, 1876.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present.

The Honorable Mr. MORRIS, *President*.
 Honorables Messrs. STABB,
 KENT,
 CLIFT,
 WINTER,
 SHEA,
 DONNELLY,
 THORBURN,
 TALBOT.

Minutes read and
confirmed.

The Minutes of Tuesday last were read and confirmed.

The Hon. the Colonial Secretary, by command of Documents laid
His Excellency the Governor, laid upon the Table upon Table.
the following Documents :—

Reports of Inspectors of Schools (2).

Report of Surveyor General.

Report of Post-master General.

Statement of General Water Company.

Statement of Union Bank.

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

Tuesday, March 21st, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,

KENT,

CLIFT,

TESSIER,

WINTER,

SHEA,

DONNELLY,

THORBURN,

TALBOT,

RENDELL.

The Minutes of Thursday last were read and con- Minutes read and
firmed. confirmed.

The Hon. Mr. Thorburn gives notice that he will, Notice of motion.
on to-morrow, ask the Representative of the Go-
vernment if there is any Law on the Statute Book
preventing the pollution of our rivers and estuaries

by sawdust or other noxious substances; and if not, to suggest the propriety of framing, before the present Session of the Legislature closes, a measure to repress such practices, so evidently injurious to our Fisheries.

Adjourned.

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

Friday, March 24th, 1876.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present.

The Honorable Mr. MORRIS, *President*.
 Honorables Messrs. STABB,
 KENT,
 CLIFT,
 WINTER,
 SHEA,
 THORBURN,
 TALBOT,
 RENDELL.

Minutes read and confirmed.

The Minutes of Tuesday last were read and confirmed.

Question asked.

Pursuant to notice, the Hon. Mr. Thorburn asked the Representative of the Government if there is any Law on the Statute Book preventing the pollution of our rivers and estuaries by saw-dust or other noxious substances; and if not, to suggest the propriety of framing, before the present Session of the Legislature closes, a measure to repress such practices, so evidently injurious to our Fisheries.

Reply.

The Hon. Colonial Secretary referred the Hon. Member to page 491, Consolidated Statutes, Sections 7 and 12, Title XXVII., entitled "Of Coast Fisheries."

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

Mr. PRESIDENT,—

The House of Assembly acquaint the Legislative Council that they have passed the Bill sent down by the Council, entitled “An Act to amend an Act passed in the 38th year of the Reign of Her present Majesty, entitled ‘An Act respecting Certificates to Masters and Mates,’” with some amendments, to which they request the concurrence of the Council. Message.

P. EMERSON,
Speaker.

House of Assembly, }
24th March, 1876. }

The Deputation having retired, and the said amendments having been read throughout a first and second time, were, upon the question being put thereon, agreed to by the House. Amendments read 1st and 2nd time, and agreed to.

The Amendments are as follows :—

Amendments made by the House of Assembly in and upon the Bill sent down by the Council, entitled “An Act to amend an Act passed in the 38th year of the Reign of Her present Majesty, entitled ‘An Act respecting Certificates to Masters and Mates.’” Amendments.

Expunge the Third Section.

The Fourth Section to stand as the Third.

The Fifth Section to stand as the Fourth.

The Sixth Section to stand as the Fifth.

In the Sixth Section, 2nd line, expunge the word “has,” and insert the words “shall have.”

Passed the House of Assembly, }
24th March, 1876. }

P. EMERSON,
Speaker.

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

Deputation with Revenue Bill, read 1st time.

A Deputation from the House of Assembly, brought up a Bill for concurrence, entitled "An Act for granting to Her Majesty certain Duties on Goods, Wares, and Merchandize, imported into this Colony and its Dependencies," which was read a first time, and—

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

Adjourned.

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

Tuesday, March 28th, 1876.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present.

The Honorable Mr. MORRIS, *President*.
 Honorables Messrs. STABB,
 KENT,
 CLIFT,
 TESSIER,
 WINTER,
 SHEA,
 THORBURN,
 RENDELL.

Minutes read and confirmed.

The Minutes of Friday last were read and confirmed.

Revenue Bill read 2nd time.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Rendell, the Bill sent up, entitled "An Act for granting to Her Majesty certain Duties on Goods, Wares and Merchandize, imported

into this Colony and its Dependencies," was read a second time, and—

Ordered,—To be committed to-morrow.

The Hon. Mr. Rendell, a Member of the Executive Council, by command of His Excellency the Governor, laid upon the Table the following Papers : Documents laid upon Table.

Report of Progress for the year 1875, of the Geological Survey of Newfoundland, Alex. Murray, F. G. S., *Director*; James P. Howley, *Assistant*.

Report of Salmon Warden of Pushthrough.

The Hon. Colonial Secretary, by command of His Excellency the Governor, laid upon the Table :—

Report of Physician Superintendent, Lunatic Asylum.

A Deputation from the House of Assembly brought up for concurrence a Bill, entitled "An Act for the Encouragement of the Bank Fishery," which was read a first time, and— Deputation with Bank Fishery Bill read 1st time.

Ordered,—To be read a second time to-morrow, and in the meantime printed.

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

Friday, March 31st, 1876.

House meets. The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. MORRIS, *President*.
 Honorable Messrs. STABB,
 KENT,
 CLIFT,
 TESSIER,
 WINTER,
 SHEA,
 THORBURN,
 TALBOT,
 RENDELL.

Minutes read and confirmed. The Minutes of Tuesday last were read and confirmed.

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

Chair taken. Hon. Mr. Stabb in the Chair.

House resumed. After some time the House resumed.

Bill reported without amendment. The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and—

Ordered,—That the Bill be read a third time tomorrow.

Bank Fishery Bill read 2nd time. Pursuant to the Order of the Day, and on motion of the Hon. Mr. Rendell, the Bill sent up, entitled "An Act for the Encouragement of the Bank Fishery," was read a second time, and

Ordered,—To be committed to-morrow.

A Deputation from the House of Assembly brought up a Bill for concurrence, entitled "An Act to provide for the Inspection of Fish Oils in this Colony," which was read a first time, and—

Deputation with
Bill for Inspec-
tion of Fish Oils.

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

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

Adjourned.

Tuesday, April 4th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,
KENT,
CLIFT,
TESSIER,
WINTER,
SHEA,
DONNELLY,
THORBURN,
TALBOT,
RENDELL.

The Minutes of Friday last were read and confirmed.

Minutes read and confirmed.

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

Revenue Bill—
read 3rd time and
passed.

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

Committee on
Bank Fishery Bill

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

Chair taken.

Hon. Mr. Talbot in the Chair.

House resumed.

After some time the House resumed.

Bill reported.

The Chairman reported the Bill with some amendments.

Ordered,—That the Report be received.

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

2nd reading of
Bill for Inspection
of Fish Oils.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Rendell, the Bill sent up, entitled "An Act to provide for the Inspection of Fish Oils in this Colony," was read a second time, and

Ordered,—To be committed to-morrow.

Document laid
upon Table.

The Hon. Colonial Secretary, by command of His Excellency the Governor, laid upon the Table the following Document:—

Correspondence respecting the Steam Ship *Arctic*, of Dundee.

Petitions laid
upon Table.

Hon. Mr. Donnelly laid upon the Table a Petition from John Munn and others, of Harbor Grace, on the subject of the Seal Fishery;

Also, a Petition from R. H. Taylor and others, of Bay Roberts, on the same subject;

Also, a Petition from Samuel Wilcox and others, of Brigus, on the same subject;

Also, a Petition from Charles Furey and others, of Harbor Main, Chapel's Cove, Holyrood, Salmon

Cove, Cat's Cove, Collier's Beach Cove, &c., &c., &c.,
on the same subject.

Hon. Mr. Donnelly gives notice that he will, on Notice to bring in
to-morrow, ask leave to bring in a Bill to amend Bill.
an Act passed in the year 36th Victoria, entitled
"An Act to Regulate the Prosecution of the Seal
Fishery."

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

Thursday, April 6th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President.*

Members present.

Honorables Messrs. STABB,

CLIFT,

TESSIER,

WINTER,

SHEA,

DONNELLY,

THORBURN,

TALBOT,

RENDELL.

The Minutes of Tuesday last were read and con- Minutes read and
firmed. confirmed.

Pursuant to the Order of the Day, and on motion 3rd reading Bank
of the Hon. Mr. Rendell, the Bill sent up, entitled Fishery Bill.
"An Act for the Encouragement of the Bank Fish-
ery," as amended, was read a third time and passed,
and the Hon. the President signed the same.

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

Amendments.

The amendments are as follows:—

Amendments made by the Legislative Council in and upon the Bill sent up from the House of Assembly, entitled “An Act for the Encouragement of the Bank Fishery.”

In the Fourth Section, strike out the word “to” at the commencement of the third line.

Strike out the words “the Master and” in the fourth line.

Insert the words “the Masters included” after the word “Vessel” in the fifth line.

And strike out the word “and” in the same line.

**Committee on
Bill for inspection
of Fish Oils.**

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Rendell, the House went into Committee on the Bill sent up, entitled “An Act to provide for the Inspection of Fish Oils in this Colony.”

Chair taken.

Hon. Mr. Thorburn in the Chair.

House resumes.

After some time the House resumed.

Bill reported.

The Chairman reported that the Committee had gone through the Bill with some amendments.

Ordered,—That the Report be received, and—

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

**1st reading of
Seal Fishery Bill.**

Pursuant to notice, and on motion of the Hon. Mr. Donnelly, the Bill entitled “An Act to amend an Act passed in the 36th year of the Reign of Her present Majesty, entitled ‘An Act to regulate the prosecution of the Seal Fishery,’” was read a first time, and—

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

The Hon. Mr. Donnelly laid upon the Table a ^{Petition laid on} ^{Table.} Petition from J. R. Maddock and others, of Carbo-
near, on the subject of the Seal Fishery.

The Hon. Colonial Secretary laid upon the Table ^{Document laid} ^{upon Table.} Report of Survey from Holton to Nain, by Staff-
Commander Maxwell.

On motion made, the House adjourned until Mon- ^{Adjourned.}
day next, at half-past Four o'clock, P. M.

Monday, April 10th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,

KENT,

CLIFT,

TESSIER,

WINTER,

SHEA,

DONNELLY,

THORBURN,

TALBOT,

RENDELL.

The Minutes of Thursday last were read and con- ^{Minutes read and} ^{confirmed.}
firmed.

Pursuant to the Order of the Day, and on motion ^{3rd reading of} ^{Bill for inspection} ^{of Fish Oils.} of the Hon. Mr. Rendell, the Bill sent up, entitled
“An Act to provide for the Inspection of Fish Oils
in this Colony,” as amended, was read a third time
and passed, and the Hon. the President signed the
same.

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

Amendments.

The amendments are as follows:—

In the First Section, first line, after the word “and,” insert the word “of.”

Strike out the Tenth Section, and insert in place thereof, as Tenth Section, the following:—

10th.—Any person who shall intermix, adulterate, or in any way tamper with any Cask or Package of Oil, branded or marked as aforesaid, shall forfeit and pay a penalty not exceeding dollars for every such Cask.

Deputation from Assembly.

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

MR. PRESIDENT,—

The House of Assembly acquaint the Legislative Council that they have passed the amendments made by the Council in and upon the Bill sent up from the Assembly, entitled “An Act for the encouragement of the Bank Fishery,” without amendment.

P. EMERSON,
Speaker.

House of Assembly, }
7th April, 1876. }

Deputations from Assembly with Bills.

Deputations from the House of Assembly brought up for concurrence a Bill, entitled “An Act to amend the Law relating to Trespass by Cattle;”

Also, a Bill, entitled “An Act to provide for the recovery, in a summary manner, by persons engaged in the Seal Fishery, of their Wages or share of Seals;”

Also, a Bill, entitled “An Act to amend the Law relating to the Coast Fisheries.”

The Deputations having retired,

The said Bills were severally read a first time, Bills read 1st time.
and—

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

On motion of the Hon. Mr. Donnelly, the following Petitions were read :—

A Petition from John Munn and others, of Harbor Grace, praying that the Sealing Act of 1873 may be amended ; Petitions read.

Also, a Petition from R. H. Taylor and others, of Bay Roberts, with a similar prayer ;

Also, a Petition from Samuel Wilcox and others, of Brigus, with a similar prayer ;

Also, a Petition from Charles Furey and others, of Harbor Main, Chapel's Cove, Holyrood, Salmon Cove, Cat's Cove, Collier's Beach Cove, &c., &c., &c., with a similar prayer ;

Also, a Petition from J. R. Maddock and others, of Carbonear, with a similar prayer.

Hon. Mr. Donnelly gives notice that he will, on to-morrow, move the appointment of a Select Committee to take evidence as to the advisability of altering the time of sailing on the Sealing Voyage, as at present provided by Statute. Notice for Select Committee.

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

Tuesday, April 11th, 1876.

House meets. The House met pursuant to adjournment.

PRESENT :

Members present.

The Honorable Mr. MORRIS, *President*.
 Honorables Messrs. STABB,
 KENT,
 CLIFT,
 WINTER,
 SHEA,
 DONNELLY,
 THORBURN,
 TALBOT,
 RENDELL.

Minutes read and confirmed.

The Minutes of yesterday were read and confirmed.

Pursuant to the Order of the Day, and on motion of the Hon. Colonial Secretary, the following Bills sent up were severally read a second time :

2nd reading of Trespass by Cattle Bill.

A Bill entitled "An Act to amend the Law relating to Trespass by Cattle."

2nd reading Sealers' Wages Bill.

A Bill entitled "An Act to provide for the recovery, in a summary manner, by Persons engaged in the Seal Fishery, of their Wages or share of Seals," and—

Ordered,—To be committed to-morrow.

On motion of the Hon. Mr. Donnelly,—

Select Committee appointed.

Ordered,—That a Select Committee be appointed to take evidence as to the advisability of altering the time of sailing on the Sealing Voyage, as at present provided by Statute.

Ordered,—That Hon'bles Messrs. Clift, Tessier, Donnelly, Thorburn, Talbot and Rendell, be a Committee for that purpose.

On motion made, the House adjourned until **Adjourned.**
 Tuesday next, April 18th, at half-past Four o'clock,
 P. M.

Tuesday, April 18th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President.*

Members present.

Honorables Messrs. STABB,

KENT,

TESSIER,

WINTER,

SHEA,

DONNELLY,

THORBURN,

TALBOT,

RENDELL.

The Minutes of Tuesday last were read and con- **Minutes read and**
 firmed. **confirmed.**

The Hon. Mr. Tessier laid upon the Table a Pe- **Petition laid on**
 tition from the Ministers, Office-bearers, and Ad- **Table.**
 herents of the Presbyterian and Congregational
 Churches in St. John's.

Pursuant to the Order of the Day, and on motion **Committee on**
 of the Hon. Mr. Shea, the House went into Com- **Trespass by Cat-**
 mittee on the Bill sent up, entitled "An Act to **tle Bill.**
 amend the Law relating to Trespass by Cattle."

Hon. Mr. Donnelly in the Chair.

Chair taken.

After some time the House resumed.

House resumed.

The Chairman reported the Bill with an amend- **Bill reported.**
 ment.

Ordered,—That the Report be received, and

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

Deputation from
Assembly.

A Deputation from the House of Assembly brought up for concurrence, a Bill entitled "An Act for granting to Her Majesty a Sum of Money for defraying the Expenses of the Civil Government of this Colony, for the year ending the 31st day of December, One Thousand Eight Hundred and Seventy-six, and for other purposes."

The Deputation having retired, the said Bill was read a first time, and—

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

Committee on
Sealers' Wages
Bill.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Shea, the House went into Committee on the Bill sent up, entitled "An Act to provide for the recovery, in a summary manner, by Persons engaged in the Seal Fishery, of their Wages or share of Seals."

Chair taken.

Hon. Mr. Stabb in the Chair.

House resumes.

After some time the House resumed.

Bill reported.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received, and

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

2nd reading Coast
Fisheries Bill.

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

Ordered,—To be committed to-morrow.

Notice to suspend
35th Rule.

Hon. Mr. Shea, Colonial Secretary, gives notice that he will, on to-morrow, move the suspension of

the 35th Rule of this House for the remainder of the Session.

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

Wednesday, April 19th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,
KENT,
WINTER,
SHEA,
DONNELLY,
THORBURN,
TALBOT,
RENDELL.

The Minutes of yesterday were read and confirmed. Minutes read and confirmed.

Hon. Mr. Shea moved for a re-committal of the Bill sent up, entitled "An Act to amend the Law relating to Trespass by Cattle." Re-committal of Trespass by Cattle Bill.

Hon. Mr. Donnelly in the Chair.

Chair taken.

After some time the House resumed.

House resumed.

The Chairman reported the Bill without amendment. Bill reported.

Ordered,—That the Report be received.

The said Bill was then read a third time, pursuant to the Order of the Day, and passed, and the Hon. the President signed the same. Bill read 3rd time and passed.

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

Sealers' Wages
Bill read 3rd time
and passed.

Pursuant to the Order of the Day, and on motion of the Hon. Colonial Secretary, the Bill sent up, entitled "An Act to provide for the recovery, in a summary manner, by Persons engaged in the Seal Fishery, of their Wages or share of Seals," was read a third time and passed, and the Hon the President signed the same.

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

Committee on
Coast Fisheries
Bill.

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

Chair taken.

Hon. Mr. Winter in the Chair.

House resumed.

After some time the House resumed.

Bill reported.

The Chairman reported that the Committee had gone through the Bill without amendment.

Ordered,—That the Report be received.

On motion of the Hon. Colonial Secretary,—

35th Rule suspen-
ded.

Ordered,—That the 35th Rule of this House be suspended for the remainder of the Session.

Coast Fisheries
Bill read 3rd time
and passed.

On motion of the Hon. Colonial Secretary, the Bill sent up, entitled "An Act to amend the Law relating to the Coast Fisheries," was read a third time and passed, and the Hon. the President signed the same.

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

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

Ordered,—To be committed presently.

Hon. Mr. Kent in the Chair.

Chair taken.

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

A Deputation from the Assembly brought up the following :—

The House of Assembly having had under con- Message from Assembly. sideration the amendments made by the Honorable the Legislative Council upon the Bill sent up by the Assembly, entitled "An Act to provide for the Inspection of Fish Oils in this Colony," have passed amendments upon the same, upon the following grounds :—

The expressions "intermix" and "adulterate," *reddenda singula singulis*, would appear to refer to "Casks" or "Packages."

The amended Section, as proposed by the Honorable the Legislative Council, would prevent interference with Casks or Packages of Oil for purposes of sampling, which prevention it is to be presumed that the Legislature do not contemplate. This House requests the concurrence of the Honorable the Legislative Council to the foregoing amendments.

P. EMERSON,
Speaker.

House of Assembly, }
April 18th, 1876. }

Deputations from
Assembly with
Bills.

Deputations from the House of Assembly brought up for concurrence the following Bills: "An Act to Indemnify the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony;"

Also, a Bill entitled "An Act to provide for a Pension to JOHN C. NUTTALL, late Sub-Collector at Brigus."

The Deputations having retired,—

The said Bills were severally read a first time.

On motion of Hon. Mr. Donnelly,—

Ordered,—That the Bill, entitled "An Act to provide for a Pension to John C. Nuttall, late Sub-Collector at Brigus, be read a second time to-morrow.

The Chairman resumed the Chair of the Committee.

House resumed.

After some time the House resumed.

Bill reported.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received.

Supply Bill read
third time and
passed.

On motion of the Hon. Mr. Donnelly, the said Bill was read a third time and passed, and the Hon. the President signed the same.

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

Indemnity Bill
read 2nd time.

On motion of the Hon. Mr. Donnelly, the Bill sent up, entitled "An Act to Indemnify the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony," was read a second time, and—

Ordered,—To be committed presently.

Hon. Mr. Talbot in the Chair.

Chair taken.

After some time the House resumed.

House resumed.

The Chairman reported the Bill without amendment.

Bill reported.

Ordered,—That the Report be received.

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

Indemnity Bill read 3rd time and passed.

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

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

Adjourned.

Thursday, April 20th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT:

The Honorable Mr. MORRIS, *President*.

Members present.

Honorables Messrs. STABB,

KENT,

CLIFT,

WINTER,

SHEA,

DONNELLY,

THORBURN,

TALBOT,

RENDELL.

The Minutes of yesterday were read and confirmed.

Minutes read and confirmed.

Pension Bill read
second time.

Pursuant to the Order of the Day, and on motion of the Hon. Mr. Donnelly, the Bill sent up, entitled "An Act to provide a Retiring Allowance to John C. Nuttall, late Sub-Collector at Brigus," was read a second time, and

Ordered,—To be committed presently.

Chair taken.

Hon. Mr. Clift in the Chair.

House resumed.

After some time the House resumed.

Bill reported.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received.

Pension Bill read
3rd time and
passed.

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

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

Loan Bill read
1st and 2nd time.

A Deputation from the House of Assembly, brought up for concurrence, a Bill entitled "An Act to authorize the raising by Loan of a Sum of Money for the Public Service of this Colony," which said Bill was read a first and second time, and

Ordered,—To be committed presently.

Chair taken.

Hon. Mr. Winter in the Chair.

House resumed.

After some time the House resumed.

Bill reported.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received.

Loan Bill read
3rd time and
passed.

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

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

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

Friday, April 21st, 1876.

The House met pursuant to adjournment.

House meets:

PRESENT :

The Honorable Mr. MORRIS, *President.*

Members present:

Honorables Messrs. STABB,

KENT,

CLIFT,

WINTER,

SHEA,

DONNELLY,

THORBURN,

TALBOT,

RENDELL.

The Minutes of yesterday were read and confirmed. Minutes read and confirmed.

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

Saturday, April 22nd, 1876.

House meets. The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. MORRIS, *President*.
 Honorables Messrs. STABB,
 KENT,
 CLIFT,
 WINTER,
 SHEA,
 DONNELLY,
 THORBURN,
 TALBOT,
 RENDELL.

Minutes read and confirmed. The Minutes of yesterday were read and confirmed.

On motion of the Hon. Mr. Rendell,—

Ordered,—That the Amendments made by the House of Assembly in and upon the Amendments made by the Council, on the Bill sent up, entitled “An Act to provide for the Inspection of Fish Oils in this Colony,” be read a first and second time, and—

Ordered,—That the said Amendments do now pass, and the Hon. the President signed the same; and that a Message be sent to the Assembly acquainting them that this House had passed the same.

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

MR. PRESIDENT,—

The House of Assembly respectfully request that the Hon. the Legislative Council will be pleased to

furnish them with the amount of their Contingen-
cies for the present Session.

P. EMERSON,
Speaker.

House of Assembly, }
22nd April, 1876. }

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

Monday, April 24th, 1876.

The House met pursuant to adjournment.

House meets.

PRESENT :

The Honorable Mr. MORRIS, *President.*

Members present.

Honorables Messrs. STABB,

KENT,

CLIFT,

WINTER,

SHEA,

DONNELLY,

THORBURN,

TALBOT,

RENDELL.

The Minutes of Saturday last were read and con- Minutes read and
firmed. confirmed.

On motion of the Hon. Mr. Donnelly,—

Ordered,—By leave of the House, that the Bill Seal Fishery Bill
entitled "An Act to regulate the prosecution of the withdrawn.
Seal Fishery," be withdrawn, by reason of inability
to obtain evidence in connection with said Bill.

Deputations from
Assembly with
Bills.

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

A Bill entitled “ A Bill for the amendment of the Acts in relation to the General Water Company ;”

Also, a Bill entitled “ An Act to amend the Law relating to the Property of Married Women ;”

Also, a Bill entitled “ An Act to amend the Criminal Law,” which Bill was

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

Also, a Bill entitled “ An Act for granting to Her Majesty a Sum of Money for Constructing and Repairing Roads, Streets, and Bridges, and other Public Works within this Colony,” which Bills were severally read a first time.

On motion of the Hon. Mr. Donnelly,—

Road Bill read
2nd time,

The Bill sent up, entitled “ An Act for granting to Her Majesty a Sum of Money for Constructing and Repairing Roads, Streets, and Bridges, and other Public Works within this Colony,” was read a second time, and

Ordered,—To be committed presently.

Chair taken.

Hon. Mr. Clift in the Chair.

House resumed.

After some time the House resumed.

Bill reported.

The Chairman reported the Bill without amendment.

Ordered,—That the Report be received.

Road Bill read
3rd time and pas-
sed.

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

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

On motion of the Hon. Mr. Thorburn,—

The Bill sent up, entitled "A Bill for the amend-^{Water Company}ment of the Acts in relation to the General Water^{Bill read 2nd time} Company," was read a second time, and

Ordered,—To be committed presently.

Hon. Mr. Kent in the Chair.

Chair taken.

After some time the House resumed.

House resumes.

The Chairman reported the Bill without amend-^{Bill reported.}ment.

Ordered,—That the Report be received.

The said Bill was then read a third time and^{Water Company} passed, and the Hon. the President signed the^{Bill read 3rd time} same.^{and passed.}

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

On motion of Hon. Mr. Donnelly,—

The Bill sent up, entitled "An Act to amend the^{Married Women'} Law relating to the Property of Married Women,"^{Bill read 2nd} was read a second time, and^{time.}

Ordered,—To be committed presently.

Hon. Mr. Thorburn in the Chair.

Chair taken.

After some time the House resumed.

House resumed.

The Chairman reported the Bill without amend-^{Bill reported.}ment.

Ordered,—That the Report be received.

The said Bill was read a third time and passed,^{Married Women's} and the Hon. the President signed the same.^{Bill read 3rd time}^{and passed.}

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

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

Tuesday, April 25th, 1876.

House meets. The House met pursuant to adjournment.

PRESENT :

Members present. The Honorable Mr. MORRIS, *President*.
 Honorables Messrs. STABB,
 KENT,
 CLIFT,
 WINTER,
 SHEA,
 DONNELLY,
 THORBURN,
 TALBOT,
 RENDELL.

Minutes read confirmed. The Minutes of yesterday were read and confirmed.

Petition laid on Table. The Hon. Mr. Stabb laid upon the Table a Petition from D. W. Prowse, Judge of the Central District Court of Newfoundland.

Letter from the Col. Sec. as to Prorogation. The Hon. the President read a Letter from the Hon. Colonial Secretary, stating that His Excellency the Governor would close the present Session on to-morrow, at 2 o'clock.

Document laid on Table. Hon. Mr. Donnelly, Financial Secretary, by command of His Excellency the Governor, laid upon the Table of the House the following Document:—

Correspondence relative to a concession for a Railway in Newfoundland.

Hon. Mr. Kent from the Select Committee appointed on the Cape St. John Telegraph Company, presented a Report of the same, which was received and read, and

Committee on Cape St. John Telegraph Company, presented Report.

Ordered,—To be laid on the Table.

Pursuant to the Order of the Day, and on motion of the Hon. Colonial Secretary, the Bill sent up, entitled "An Act to amend the Criminal Law," was read a second time, and

Criminal Law Bill read 2nd time.

Ordered,—To be committed presently.

Hon. Mr. Talbot in the Chair.

Chair taken.

After some time the House resumed.

House resumed.

The Chairman reported the Bill with an amendment.

Bill reported.

Ordered,—That the Report be received.

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

Criminal Law Bill read 3rd time and passed.

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

The Amendment is as follows:—

Amendment.

Expunge the words "one month" after the word "exceeding," and insert in lieu thereof the words "ten days," in the 15th Section, 3rd line.

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

Contingency Report presented, and Committee of Privilege thereon.

Hon. Mr. Stabb in the Chair.

Chair taken.

After some time the House resumed.

House resumed.

Report reported.

The Chairman reported that the Committee had adopted the Report of the Select Committee without amendment.

Ordered,—That the Report be received, and

That a Message be sent to the Assembly requesting their concurrence.

The Report is as follows :—

Report on Printing and Contingencies.

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

Contingent expenses of the Acting Clerk	\$263 20
Contingent expenses of the Usher of the Black Rod, including new Carpet and Chairs for Council Chamber, which cost \$1,047 21.....	1,399 73
<i>Newfoundlander</i> Newspaper, for publishing Debates.....	160 00
<i>Times, Ledger, North Star, and Standard</i> , for copying, each \$100 00.....	400 00
Newspapers for Council and for Members during Session	185 46
Miscellaneous Printing.....	247 40
Salary of Acting Clerk, including Indexing and Collating Journals.....	600 00
Acting Clerk, extra services, attending on Committee.....	80 00
Salary of the Acting Master-in Chancery	700 00
Salary of the Usher of the Black Rod..	600 00
Salary of Reporter	650 00

Door-keeper	\$250 00
Assistant Door-keeper.....	150 00
Fireman	65 00
President, Sessional allowance	240 00
Ten Members, Sessional allowance.....	1200 00
One Member, short attendance	60 00
Estimated expense of Printing and Bind- ing Journals.....	640 00
	\$7,890 79

ROBERT THORBURN, *Chairman.*
 E. D. SHEA,
 ROBERT KENT,
 T. TALBOT.

Committee Room, }
 25th April, 1876. }

A Deputation from the House of Assembly brought up for concurrence, a Bill entitled "An Act to Amend and Consolidate the Acts for the Encouragement of Education," which was read a first and second time, and

*Deputations from
 Assembly with
 Education Bill.*

Ordered,—To be committed presently.

Hon. Mr. Donnelly in the Chair.

Chair taken.

After some time the House resumed.

House resumed.

The Chairman reported the Bill without amend-
 ment.

Bill reported.

Ordered,—That the Report be received.

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

*Education Bill
 read 3rd time and
 passed.*

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

Deputation from Assembly with message.

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

MR. PRESIDENT.

The House of Assembly beg to acquaint the Hon. the Legislative Council that this House have passed the Amendment made by the Council in and upon the Bill sent up by the Assembly, entitled "An Act to amend the Criminal Law."

P. EMERSON,
Speaker.

House of Assembly, }
April 25th, 1876. }

Adjourned.

On motion made, the House adjourned until Twelve o'clock, to-morrow, Noon.

Wednesday, April 26th, 1876.

House meets.

The House met pursuant to adjournment.

PRESENT :

Members present.

The Honorable Mr. MORRIS, *President.*
Honorable Messrs. STABB,
KENT,
CLIFT,
WINTER,
SHEA,
DONNELLY,
THORBURN,
TALBOT,
RENDELL.

Minutes read and confirmed.

The Minutes of yesterday were read and confirmed.

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

The Deputation having retired,—

The said Bill was read a first and second time,

And on motion of the Hon. Mr. Thorburn, the House went into Committee on the same presently.

Hon. Mr. Talbot in the Chair.

Chair taken.

After some time the House resumed.

House resumes.

The Chairman reported the Bill without amendment.

Bill reported.

Ordered,—That the Report be received.

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

Read 3rd time and passed.

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

On motion of the Hon. Mr. Stabb,—

The Petition from D. W. Prowse, Judge of the Central District Court of Newfoundland, was read.

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

Deputation from Assembly with Message.

MR. PRESIDENT,—

The House of Assembly have passed the accompanying Address to His Excellency the Governor, on the Report of the Joint Committee of the Council and Assembly, in reference to the Petition for a Charter to the Cape St. John Telegraph Company, to which they request the concurrence of the Hon. the Legislative Council.

P. EMERSON,
Speaker.

House of Assembly, }
26th April, 1876. }

Address with reference to Cape St. John Telegraph Company.

To His Excellency Sir STEPHEN J. HILL, K. C. M. G., C. B., Governor and Commander-in-Chief in and over the Island of Newfoundland and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY;—

The House of Assembly having had under consideration the accompanying Report of the Joint Committee of the Honorable the Legislative Council and this House, upon the subject of the Cape St. John Telegraph Company, respectfully request that Your Excellency and Council will be pleased to take the same into consideration, and adopt such steps as may be deemed most advisable, and within the means of the Colony, towards carrying out the recommendations of the Committee on this highly important subject, which would have the effect of connecting the Northern Districts of Twillingate and Fogo, Bonavista Bay and Trinity Bay, with the Capital.

Passed the House of Assembly, }
this 26th April, 1876.

PRESCOTT EMERSON,
Speaker.

Passed the Legislative Council, }
26th April, 1876.

EDWARD MORRIS,
President.

(For Report, see Appendix.)

On motion of the Hon. Colonial Secretary,—

The said Address was adopted and passed.

Ordered,—That a Message be sent to the Assembly, informing them that this House concurs in the said Address.

The Hon. Colonial Secretary laid on the Table Correspondence from Mr. Stubber, of London, relative to a Railway concession in Newfoundland. Correspondence laid on Table.

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

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

An Act for granting to Her Majesty a Sum of Money for Constructing and Repairing Roads, Streets and Bridges, and other Public Works, within this Colony.

An Act to amend the Consolidated Laws relating to Education.

An Act for the Encouragement of the Bank Fishery.

An Act to amend the Law relating to the Coast Fisheries.

An Act to provide for the Inspection of Fish Oils in this Colony.

An Act to amend an Act passed in the Thirty-eighth year of the Reign of Her present Majesty, entitled "An Act respecting Certificates to Masters and Mates."

An Act for the amendment of the Acts in relation to the General Water Company.

Bills assented to.
—(Continued.)

An Act to provide for the recovery, in a summary manner, by Persons engaged in the Seal Fishery, of their Wages or Share of Seals.

An Act to amend the Law relating to the Property of Married Women.

An Act to amend the Criminal Law.

An Act to amend the Law relating to Trespass by Cattle.

An Act to authorize the raising by Loan of a Sum of Money for the Public Service of the Colony.

An Act to provide for a Pension to John C. Nuttall, late Sub-Collector at Brigus.

An Act to Indemnify the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony.

An Act for granting to Her Majesty a Sum of Money for defraying the Expenses of the Civil Government of this Colony, for the year ending the 31st day of December, One Thousand Eight Hundred and Seventy-six, and for other purposes.

An Act to provide for the Contingent Expenses of the Legislature.

After which His Excellency was pleased to deliver the following gracious

S P E E C H :

Governor's
Speech.

Mr. President and Honorable Gentlemen of the Legislative Council :

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

It affords me great satisfaction to know that the several matters of public interest which I felt it expedient to submit to the Legislature have recei-

ved from you such consideration and support as now enables me, in proroguing this Parliament, to relieve you from attendance at a time of year when your private pursuits must necessarily require your whole time and attention.

Governor's
Speech—
(Continued.)

I do not deem it necessary on this occasion to remark in detail on the many useful measures of the Session to which I have assented, but I am yet pleased to notice that my suggestion regarding the revival of the Bank Fishery has resulted in such decided action on your part, in providing a moderate bounty, which I sincerely trust will materially aid in again promoting that once flourishing branch of our trade.

It is gratifying to learn that the prospects of the Seal Fishery, so peculiarly the province of Newfoundlanders, are much better than our anticipations of a few weeks since.

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

I thank you for the accustomed liberality with which you have provided for the requirements of the Colony for the present year; due care will be exercised that the several appropriations are applied in accordance with your views and intentions.

Mr. President and Honorable Gentlemen of the Legislative Council:

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

It is to me a source of satisfaction to notice that the Railway Survey accomplished last year, has already attracted the attention of capitalists in England, as has been shown by the Despatch from the Secretary of State, accompanying a proposition on this subject, which I have caused to be laid before you.

Governor's
Speech—
(Continued.)

When I inaugurated the present Session of your Assemblies I was impressed with the idea that it would be my last opportunity of meeting you collectively. I then addressed to you some observations which the occurrences of previous years and the uniform kindness observed towards me, naturally suggested. I can now only reiterate those kind wishes, and reassure you that the interests and welfare of this ancient Dependency of Great Britain will ever remain objects of my most earnest solicitude.

STEPHEN J. HILL.

Council Chamber,
26th April, 1876. }

Prorogation.

The Honorable the President of the Council then said,—It is His Excellency the Governor's will and pleasure that this General Assembly be prorogued until Thursday, the Thirteenth day of July next, then and here to be holden; and this General Assembly stands prorogued accordingly.

HUGH H. CARTER,
Acting Clerk, Legislative Council.

[End of the Second Session of the Twelfth General Assembly.]

APPENDIX

TO THE

JOURNAL

OF THE

LEGISLATIVE COUNCIL.

APPENDIX

TO THE

JOURNAL

OF THE

LEGISLATIVE COUNCIL

APPENDIX.

No. 1.

Despatches advising allowance of Statutes of 1875.

FROM LORD CARNARVON TO GOVERNOR HILL.

[COPY.]

Newfoundland.

No. 26.

DOWNING STREET,
9th August, 1875. }

SIR,—

I have the honour to inform you that Her Majesty will not be advised to exercise her power of disallowance with respect to the Act of the Legislature of Newfoundland, entitled "An Act to prevent the Enlistment in the Service of any Foreign State, and to prevent the Exportation of Arms and Munitions of War," a transcript of which accompanied your Despatch, No. 47, of the 14th of July.

I have, &c., &c., &c.,

(Signed) CARNARVON.

Governor

Sir STEPHEN J. HILL, K. C. M. G., C. B.,

&c., &c., &c.

FROM LORD CARNARVON TO GOVERNOR HILL.

[COPY.]

Newfoundland.

No. 40.

DOWNING STREET,
30th Oct., 1875. }

SIR,—

I have the honour to inform you that Her Majesty will not be advised to exercise her power of disallowance with respect to the following Acts of the Legislature of Newfoundland, transcripts of which accompanied your Despatch, No. 49, of the 14th of July last, viz. :—

Cap. 1.—An Act to continue and amend an Act passed in the Thirty-seventh year of the Reign of Her present Majesty, entitled “An Act for granting to Her Majesty certain Duties on Goods, Wares and Merchandize imported into this Colony and its Dependencies.

Cap. 2.—An Act for granting to Her Majesty a Sum of Money for Constructing and Repairing Roads, Streets, and Bridges, within this Colony.

Cap. 5.—An Act to provide for the appointment of a Harbour Master for the Port of St. John’s, and for other purposes.

Cap. 6.—An Act to Amend and Consolidate the Laws respecting the granting of Licenses for the sale of Intoxicating Liquors.

Cap. 7.—An Act to amend Title Twenty-seven, Chapter One Hundred and Two, of the Consolidated Statutes, entitled “Of the Coast Fisheries.”

Cap. 8.—An Act to abolish the Office of Coroner.

Cap. 9.—An Act for the amendment of the Criminal Law.

Cap. 10.—An Act to provide for the Inspection of Pickled Fish.

Cap. 12.—An Act to raise by Loan a Sum of Money for the erection of a Building for the Storage of Inflammable Oils.

Cap. 13.—An Act to amend the Consolidated Statutes, Title 23, Cap. 80, relating to the Re-building of St. John's.

Cap. 14.—An Act to amend Title 17, Chapter 67, of the Consolidated Statutes, entitled "Of the Newfoundland Savings' Bank."

Cap. 15.—An Act to amend Title 17, Chapter 59, of the Consolidated Statutes, entitled "Of the Board of Works."

Cap. 16.—An Act to provide for the Retirement of certain Officials of the Government.

Cap. 17.—An Act to amend Title 16, Chapter 58, of the Consolidated Statutes, entitled "Of the Salaries of certain Officers," and Chapter 66, of the Consolidated Statutes, entitled "Of the Post Office."

Cap. 19.—An Act to amend Chapter One Hundred and Sixteen, Title Thirty-one, of the Consolidated Statutes, entitled "Of the Preservation of Wild Fowl, Deer, Hares, Rabbits, &c., and to make further provision for the protection of Elk or Moose, within this Colony, and for other purposes."

Cap. 20.—An Act to amend the Law relating to the preservation of Sheep and other Animals.

Cap. 21.—An Act relating to the Wesleyan Methodists of this Colony, for Incorporating Conferences of their Body in this Colony, and to make provision with regard to certain Trusts connected therewith.

Cap. 22.—An Act to authorize the raising of a Sum of Money for the Public Service of this Colony.

Cap. 23.—An Act to Indemnify the Governor of Newfoundland for certain Sums of Money advanced by him from the Colonial Treasury for the Service of the Colony.

Cap. 24.—An Act for granting to Her Majesty a Sum of Money for defraying the Expenses of the Civil Government of

this Colony, for the year ending the Thirty-first day of December, One Thousand Eight Hundred and Seventy-five, and for other purposes.

Cap. 25.—An Act to provide for the Contingent Expenses of the Legislature.

I have, &c., &c., &c.,

(Signed)

CARNARVON.

Governor

Sir STEPHEN J. HILL, K. C. M. G., C. B.,
&c., &c., &c.

FROM LORD CARNARVON TO GOVERNOR HILL.

[COPY.]

Newfoundland.

No. 44.

DOWNING STREET,
25th Nov., 1875. }

SIR,—

I have the honor to inform you that Her Majesty will not be advised to exercise her power of disallowance with respect to the following Acts of the Legislature of Newfoundland, transcripts of which accompanied your Despatch, No. 49, of the 14th of July last:—

No. 3, of 1875.—An Act to amend the Consolidated Statutes, Title XIII., “Of Crown Lands and Mines and Minerals,” Chapter 45, “Of the mode of Obtaining Grants,” and Chapter 46, “Of Licenses and Grants in certain cases,” and to make provision respecting the Sale and Management of Timber on Crown Lands.

No. 18, of 1875.—An Act to Encourage the Cultivation of Waste Lands.

I have, &c., &c., &c.,

(Signed) CARNARVON.

Governor

Sir STEPHEN J. HILL, K. C. M. G., C. B.

No. 2.

Correspondence respecting Foreign Enlistment Act.

FROM LORD CARNARVON TO GOVERNOR HILL.

[COPY.]

No. 14.

DOWNING STREET,
27th May, 1875. }

SIR,—

I observe from your reply to my Circular Despatch of the 21st of March, 1874, that there is no law in the Colony under your Government forbidding the export of Arms.

As it is important that every Colonial Government should be armed with such a power, and there are now very few which do not possess it, I have to request that you will invite your Responsible Advisers to consider the propriety of passing such a Law, based upon the 15th Section of the Imperial Customs Consolidation Act, 1853, with such supplementary provisions, if any, as to boarding, procedure, protection of officers, &c., as may be deemed requisite.

I have, &c., &c., &c.,

(Signed) CARNARVON.

Governor

Sir STEPHEN J. HILL, K. C. M. G., C. B.,
&c., &c., &c.

FROM GOVERNOR HILL TO LORD CARNARVON.

[COPY.]

No. 47.

GOVERNMENT HOUSE,
Newfoundland,
14th July, 1875. }

MY LORD,—

I have the honour to acknowledge the receipt of Your Lordship's Despatch, No. 14, of the 27th May, 1875, referring to my reply to your Lordship's Circular Despatch of the 21st March, 1874, in relation to the absence of any Law in this Colony forbidding the export of Arms.

2. In reply, I have to observe that during the last Session of the Newfoundland Legislature, an Act was passed to prevent the Enlistment in the Service of any Foreign State, and to prevent the Exportation of Arms and Munitions of War; a copy of the said Act, 38th Victoria, Chapter 11, is enclosed.

3. On reference to the 2nd Section of the Act, it will be found that the requirements of the 150th Section of the Imperial Customs' Consolidation Act, 1853, are fully carried out.

I have, &c., &c., &c.,

(Signed) STEPHEN J. HILL.

The Right Honorable

THE EARL OF CARNARVON,

&c., &c., &c.

No. 3.**Correspondence in reference to Act respecting Certificates to Masters and Mates.***LORD CARNARVON TO GOVERNOR HILL.*

[COPY.]

Newfoundland.

No. 43.

DOWNING STREET,
19th Nov., 1875. }

SIR,—

I referred to the Board of Trade the Act recently passed by the Legislature of Newfoundland, entitled "An Act respecting Certificates to Masters and Mates," a transcript of which accompanied your Despatch, No. 49, of the 14th of July last.

I enclose a copy of a Letter which I have received from the Board of Trade in reply, from which you will see that the Act is considered to require amendment; and I should be glad if you would bring the suggestions of the Board of Trade to the notice of your Government.

In the meantime, I shall defer tendering to Her Majesty any advice upon the subject of this Act.

I have, &c., &c., &c.,

(Signed] CARNARVON.

Governor

SIR STEPHEN J. HILL, K. C. M. G., C. B.

THE BOARD OF TRADE TO THE COLONIAL OFFICE

[COPY.]

No. 16,223.

BOARD OF TRADE,
 WHITEHALL GARDENS,
 5th Nov., 1875. }

COLONIAL CERTIFICATES.

Sir,—

I am directed by the Board of Trade to acknowledge the receipt of your Letter of the 30th ultimo, transmitting a transcript of an Act passed by the Legislature of Newfoundland, entitled "An Act respecting Certificates to Masters and Mates," and asking the Board's opinion whether it may properly be submitted for Her Majesty's confirmation.

In reply, I am to state that with the exception of the 10th Section of the Act, the Board see no objection to its provisions. As regards this Section, I am to point out for Lord Carnarvon's information, that it gives power to the Governor of the Possession or to the Board of Trade, to suspend or cancel Certificates on investigation, authorized by either of them.

Now, under Section 242 of the Merchant Shipping Act, 1854, such powers, it is true, were conferred upon the Board of Trade, but under Section 23 of the Merchant Shipping Act Amendment Act, 1862, these powers were taken away and vested in the Court or Tribunal holding the investigation, the power of the Board of Trade to suspend or cancel Certificates being limited to cases where the holder of a Certificate had been shewn to have been convicted of an offence (criminal.)

The Board are of opinion, therefore, that Section 10 of the Newfoundland Act should be so modified as to bring it into harmony with the provisions of the Imperial Act, by confining the powers of suspending and cancelling to the Tribunal investigating the case, except where the holder of a Certificate has been convicted of an offence.

With regard to the provisions relating to examinations for Masters and Mates Certificates, it would appear that the Government of Newfoundland contemplate the extension, by order in Council, of the provisions of Section 8, of the Merchant Shipping (Colonial) Act, 1869, to that Possession.

I am to point out, however, that the Board cannot take any steps for carrying this into effect until they have received copies of the Regulations drawn up by the Newfoundland Government on the subject, and are satisfied that the Regulations are in every respect identical with those in the United Kingdom.

I am to transmit, for the information of the Newfoundland Government on these points, the accompanying Documents.

I have, &c., &c.,

(Signed) THOMAS GRAY.

THE UNDER-SECRETARY OF STATE,
Colonial Office.

No. 4.

Circular respecting Quarantine Regulations.

[CIRCULAR.]

DOWNING STREET,
20th July, 1875. }

SIR,—

A question having recently arisen in one of the Colonies as to the observance of Colonial Quarantine Acts by Her Majesty's Ships of War, it has been suggested to me by the Lords Commissioners of the Admiralty, that as Her Majesty's Ships are subject to local Quarantine Regulations in the same manner as Merchant Ships, the Naval Commanders-in-Chief on the various Colonial Stations, should be furnished with copies of the Colonial Quarantine Acts.

I have therefore to request that you will see that this suggestion is carried out in the Colony under your Government,

I have the honor to be,

Sir,

Your most obedient humble Servant,

CARNARVON,

The Officer Administering
The Government of
Newfoundland.

No. 5.

**Circular enclosing Copy of Merchant's Shipping Act,
1875.**

[CIRCULAR (1).]

DOWNING STREET,
22nd October, 1875, }

SIR,—

With reference to my Predecessor's Circular Despatch of the 3rd December, 1873, I transmit herewith for your information and for general publication in the Colony under your Government, a copy of a letter from the Board of Trade enclosing a copy of "The Merchant Shipping Act, 1875."

2. I request that you will call the attention of your Ministers to the desire expressed by the Board of Trade, to be furnished with an immediate Report of any case in which grain, &c., is shipped in British Vessels in contravention of the Act, and in such a manner as to endanger human life.

3. I shall be obliged if you will favor me with any observations which may occur to your Advisers with reference to

the application of the several provisions of this Act to the Colony under your Government.

I have the honor to be,

Sir,

Your most obedient humble Servant,

CARNARVON.

The Officer Administering
The Government of
Newfoundland.

THE BOARD OF TRADE TO THE COLONIAL OFFICE.

[COPY.]

BOARD OF TRADE,
WHITEHALL GARDENS,
11th August, 1875. }

SIR,—

I am directed by the Board of Trade to enclose a copy of "The Merchant Shipping Act, 1875," and to request your attention to the 3rd Section of this Act relating to the carriage of grain and other seeds or nuts in British Ships.

I am to suggest that a copy of this Act should be sent to the Governors of all Colonies from which grain is shipped.

I am further to suggest that instructions may be given to cause an immediate report to be sent to the Board of Trade of any case in which grain, &c., is shipped in British Vessels in contravention of the Act, and in such a manner as to endanger human life.

I have, &c.,

(Signed) THOMAS GRAY.

THE UNDER-SECRETARY OF STATE,
Colonial Office.

CHAPTER 88.

An Act to make provision for giving further powers to the Board of Trade for stopping unseaworthy Ships.

[13th August, 1875.]

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

1. The Board of Trade may forthwith and from time to time by special order appoint a sufficient number of fit and proper persons, from their own staff or otherwise, to be officers having authority to detain unseaworthy ships, and may from time to time revoke any such appointment.

If any officer so appointed has reason to believe upon inspection or otherwise that any British ship is by reason of the defective condition of her hull, equipments, or machinery, or by reason of overloading or improper loading, unfit to proceed to sea without serious danger to human life, he may order that the ship be detained for the purpose of being surveyed.

Any such order shall have the same effect as if it were an order of the Board of Trade under section twelve of the Merchant Shipping Act, 1873.

For the purpose of ascertaining whether a British ship is fit to proceed to sea, any officer so appointed may go on board the ship and inspect the same, or any part thereof, or any of the machinery, boats, equipments, or other articles on board thereof, not unnecessarily detaining or delaying her from proceeding on her voyage; and any person who wilfully impedes him in the execution of his duty shall be liable to the same penalties, and may be dealt with in the same manner as if the officer were an inspector appointed by the Board of Trade under the Merchant Shipping Act, 1854.

When any officer so appointed orders a ship to be detained, he shall forthwith report his proceedings to the Board of Trade.

An officer so appointed shall receive such remuneration for his services under this Act as the Treasury from time to time direct, and such remuneration shall be paid out of moneys to be provided by Parliament.

2. Whenever a complaint is made to the Board of Trade or to any officer so appointed by one fourth of the seamen belonging to any British ship, that the ship is by reason of the defective condition of her hull, equipments, or machinery, or by reason of overloading or improper loading, unfit to proceed to sea without serious danger to human life, it shall be the duty of the Board or officer, as the case may be, if the complaint is made within time sufficient for that purpose before the sailing of the ship, without requiring any security for the payment of costs and expenses, to take proper steps for ascertaining whether the ship ought to be detained for the purpose of being surveyed under the Merchant Shipping Act, 1873.

3. From and after the first day of October, one thousand eight hundred and seventy-five, no cargo of which more than one third consists of any kind of grain, corn, rice, paddy, pulse, seeds, nuts, or nut kernels, shall be carried on board any British ship, unless such grain, corn, rice, paddy, pulse, seeds, nuts, or nut kernels be contained, in bags, sacks, or barrels, or secured from shifting by boards, bulkheads, or otherwise. This section shall not apply to any grain shipped previous to the first October, one thousand eight hundred and seventy-five.

The master of any British ship who shall knowingly allow any cargo or part of a cargo to be shipped therein for carriage contrary to the provisions of this section, shall for every such offence incur a penalty not exceeding two hundred pounds.

4. Section eleven of "The Merchant Shipping Act, 1871," shall be repealed, and in lieu thereof it shall be enacted:—

1. Every person who sends a ship to sea in such unseaworthy state that the life of any person would be likely to be thereby endangered, and the managing owner of any British ship so sent to sea from any port in the United Kingdom, shall be guilty of a misdemeanor, unless he prove that he used all reasonable

means to ensure her being sent to sea in a seaworthy state, or prove that her going to sea in such unseaworthy state was, under the circumstances, reasonable and justifiable; and, for the purpose of giving such proof, such person may give evidence in the same manner as any other witness:

2. Every person who attempts or is party to any attempt to send to sea any ship in such unseaworthy state that the life of any person would be likely to be thereby endangered, shall be guilty of a misdemeanor, unless he give such proof as aforesaid, and for the purpose of giving such proof such person may give evidence as aforesaid:
3. Every master of a British ship who knowingly takes the same to sea in such unseaworthy state that the life of any person would be likely to be thereby endangered, shall be guilty of a misdemeanor, unless he prove that her going to sea in such unseaworthy state was, under the circumstances, reasonable and justifiable, and for the purpose of giving such proof such person may give evidence as aforesaid:
4. The owner of every British ship shall from time to time register at the Custom House of the port in the United Kingdom at which such ship is registered, the name of the managing owner of such ship, and if there be no managing owner, then of the person to whom the management of the ship is entrusted by and on behalf of the owner; and in case the owner fail or neglect to register the name of such managing owner or manager as aforesaid he shall be liable, or if there be more owners than one, each owner shall be liable in proportion to his interest in the ship, to a penalty not exceeding in the whole five hundred pounds each time that the said ship leaves any port in the United Kingdom, after the first day of November, one thousand eight hundred and seventy-five, without the name being duly registered as aforesaid:
5. The term "managing owner" in sub-section one shall include every person so registered as managing owner

or as having the management of the ship for and on behalf of the owner :

6. No prosecution under this section shall be instituted except by or with the consent of the Board of Trade :
7. No misdemeanor under this section shall be punishable upon summary conviction.

Provided that the repeal enacted by this section shall not affect any punishment incurred or to be incurred in respect of any offence against the enactment hereby repealed, or any legal proceeding in respect of any such punishment, and any such legal proceeding may be carried on as if this Act had not passed.

5. Every British ship registered on or after the first day November, one thousand eight hundred and seventy-five, shall before registry, and every British ship registered before that day shall, on or before that day, be permanently and conspicuously marked with lines of not less than twelve inches in length and one inch in breadth, painted longitudinally on each side amidships, or as near thereto as is practicable, and indicating the position of each deck which is above water.

The upper edge of each of these lines shall be level with the upper side of the deck plank next the waterway at the place of marking.

The lines shall be white or yellow on a dark ground, or black on a light ground.

Provided that—

1. This section shall not apply to ships employed in the coasting trade or in fishing, nor to pleasure yachts; and
2. If a registered British ship is not within a British port of registry at any time before the first day of November, one thousand eight hundred and seventy-five, she shall be marked as by this section required within one month after her next return to a British port of registry subsequent to that date.

6. With respect to the marking of a load-line on British ships, the following provisions shall have effect :

1. From and after the first day of November, one thousand eight hundred and seventy-five, the owner of every British ship shall, before entering his ship outwards from any port in the United Kingdom upon any voyage for which he is required so to enter her, or if that is not practicable, as soon after as may be, mark upon each of her sides amidships, or as near thereto as is practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc, twelve inches in diameter, with a horizontal line eighteen inches in length, drawn through its centre :
2. The centre of this disc shall indicate the maximum loading in salt water to which the owner intends to load the ship for that voyage :
3. He shall also, upon so entering, insert in the form of entry delivered to the collector or other principal officer of Customs, a statement in writing, of the distance in feet and inches between the centre of this disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre.
4. If default is made in delivering this statement in the case of any ship, any officer of customs may refuse to enter the ship outwards :
5. The master of the ship shall enter a copy of this statement in the agreement with the crew before it is signed by any member of the crew, and no superintendent of any mercantile marine office shall proceed with the engagement of the crew until this entry is made :
6. The master of the ship shall also enter a copy of this statement in the official log book :
7. When a ship has been marked as by this section required, she shall be kept so marked until her next return to a port of discharge in the United Kingdom.

7. Any owner or master of a British ship who neglects to cause his ship to be marked as by this Act required, or to keep her so marked, and any person who conceals, removes, alters, defaces, or obliterates, or suffers any person under his control to conceal, remove, alter, deface, or obliterate any of the said marks, except in the event of the particulars thereby denoted being lawfully altered, or except for the purpose of escaping capture by an enemy, shall for each offence incur a penalty not exceeding one hundred pounds.

If any of the marks required by this Act is in any respect inaccurate, so as to be likely to mislead, the owner of the ship shall incur a penalty not exceeding one hundred pounds.

8. Where a claim of compensation under the Merchant Shipping Act, 1873, is made against the Board of Trade, and liability to pay compensation, or the amount thereof is in dispute, proceedings may be taken against the Board of Trade by action against the principal secretary thereof as nominal defendant.

9. In every contract of service, express or implied, between the owner of a ship and the master or any seaman thereof, and in every instrument of apprenticeship whereby any person is bound to serve as an apprentice on board any ship, there shall be implied, notwithstanding any agreement to the contrary, an obligation on the part of the owner of the ship to the master, seaman, or apprentice, that the owner of the ship, his agents and servants, shall use all reasonable efforts to insure the seaworthiness of the ship for the voyage at the commencement thereof, and to keep her in a seaworthy condition during the voyage.

Provided that nothing in this section shall make the owner of a ship liable for the death of or any injury to a master, seaman, or apprentice belonging to any ship when caused by the wrongful act, neglect, or default of a seaman or apprentice belonging to the same ship, in any case where he would not otherwise be so liable.

10. This Act may be cited as the Merchant Shipping Act, 1875, and shall be construed as one with the Merchant Ship-

ping Act, 1854, and the Acts amending the same, and the said Acts and this Act may be cited collectively as the Merchant Shipping Acts, 1854 to 1875.

11. This Act shall continue in force until the first day of October, one thousand eight hundred and seventy-six.

No. 6.

Order in Council extending to Dutch Vessels advantages of Merchant's Shipping Act, 1862.

CIRCULAR.

DOWNING STREET, }
19th Nov., 1875. }

SIR,—

I have the honor to transmit to you, for information in the Colony under your Government, a copy of an Order of the Queen in Council, of the 26th ultimo, extending to Dutch Vessels the advantages held out by "The Merchant Shipping Act, 1862," to Ships of Foreign Countries adopting the rules for the measurement of Tonnage, which obtain in this Country.

I have the honor to be,

Sir,

Your most obedient humble Servant,

CARNARVON.

The Officer Administering
The Government of
Newfoundland.

At the Court at Balmoral, the 26th day of October, 1875.

PRESENT :

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

Whereas by the "Merchant Shipping Act Amendment Act, 1862," it is enacted, that whenever it is made to appear to Her Majesty that the rules concerning the measurement of tonnage of Merchant ships, for the time being in force under the principal Act, have been adopted by the Government of any foreign country, and are in force in that country, it shall be lawful for Her Majesty, by Order in Council, to direct that the ships of such foreign country shall be deemed to be of the tonnage denoted in their certificate of registry or other national papers, and thereupon it shall no longer be necessary for such ships to be remeasured in any port or place in Her Majesty's dominions; but such ships shall be deemed to be of the tonnage denoted in their certificates of registry or other papers in the same manner, to the same extent, and for the same purposes, in, to, and for which the tonnage denoted in the certificate of registry of British ships is to be deemed the tonnage of such ships :

And whereas it has been made to appear to Her Majesty the rules concerning the measurement of tonnage of Merchant ships now in force under "The Merchant Shipping Act, 1854," have been adopted by the Government of His Majesty the King of the Netherlands, with the exception of a difference in the mode in certain steamers of estimating the allowance for engine-room, and such rules are now in force in that country, having come into operation on the first day of January, 1876, Her Majesty is hereby pleased, by and with the advice of Her Privy Council, to direct as follows :—

1. As regards sailing ships, that merchant sailing ships of the said Kingdom of the Netherlands, the measurement whereof after the said day of January, 1876, has been ascertained and denoted in the registers and other national papers of such sailing ships, testified by the date thereof, shall be deemed to be of the tonnage denoted in such registers and other national papers in the same manner, and to the same extent, and for

the same purpose, in, to, and for which the tonnage denoted in the certificate of registry of British sailing ships is deemed to be the tonnage of such ships.

2. As regards steam ships, that merchant ships belonging to the said Kingdom of the Netherlands, which are propelled by steam or any other power requiring engine-room, the measurement whereof, shall, after the said 1st day of January, 1876, have been ascertained and denoted in the registers and other national papers of such steam ships, testified by the dates thereof, shall be deemed to be of the tonnage denoted in such registers or other national papers in the same manner, and to the same extent, and for the same purpose in, to, and for which the tonnage denoted in the certificate of registry of British ships is deemed to be the tonnage of such ships: Provided nevertheless, that if the owner or master of any such Dutch steam ship desires the deduction for engine-room in his ships to be estimated under the rules for engine-room measurement and deduction applicable to British ships, instead of under the Dutch rule, the engine-room shall be measured and the deduction calculated according to the British rules.

EDMUND HARRISON.

No. 7.

Circular respecting Correct Computed Area of the Colonies.

[CIRCULAR.]

DOWNING STREET,
25th May, 1875. }

SIR,—

A question having recently arisen as to the correct area of one of the West India Colonies, that given in the Blue Book statistics differing from the Admiralty Chart of the Colony, and as it is very essential to know as accurately as possible the

area of each of Her Majesty's Colonial Possessions, I have to request that you will be good enough to report to me at your convenience the correct computed area of the Colony under your Government, and from what date this information is obtained.

I have the honor to be,

Sir,

Your most obedient humble Servant,

CARNARVON.

The Officer Administering
The Government of
Newfoundland.

No. 8.

Circular respecting Blue Book.

[CIRCULAR.]

DOWNING STREET,
24th May, 1875. }

SIR,—

My attention having been called to the fact that it would be more convenient for printing purposes if the Annual Reports on the Blue Books were written on one side of the paper only, I have the honor to transmit to you, for your information and for insertion in any volumes of the Colonial Regulations in use in the Colony under your Government, copies of a section to be substituted for the 271st Regulation respecting the transmission of the Reports in question to this Department.

I have the honor to be,

Sir,

Your most obedient humble Servant,

CARNARVON.

The Officer Administering
The Government of
Newfoundland.

271. The Governor, in transmitting the "Blue Book" to this Department, must accompany it with a Report, which should be written on one side of the paper only, exhibiting generally the past and present state of the Colony, and its prospects under the several heads specified in the Book. That Report will be laid before both Houses of Parliament.

It should be, as much as may be, complete within itself, and if it be unavoidable to append other Returns than those to be found in the Blue Book reported upon, they should be of a summary character, and clear of such local details as are of no use and significance elsewhere than on the spot; bearing in mind that the extent to which what is printed for Parliament shall be circulated and read, will depend much on the degree to which it is substantive and succinct.

No. 9.

**Correspondence relative to a Concession for Railway
in Newfoundland.**

LORD CARNARVON TO GOVERNOR HILL.

[COPY.]

Newfoundland.

No. 24.

DOWNING STREET,
23rd March, 1876. }

SIR,—

With reference to the Correspondence, noted in the margin, which has passed on the subject of a proposed Railway across Newfoundland, I have the honor to transmit to you a copy of a letter which I have received from Mr. Nicholas Stubber, making an application for a concession of land to enable him to construct a Railway across the Colony.

I also enclose a copy of the reply, which I have caused to be addressed to Mr. Stubber.

I have, &c., &c., &c.,

(Signed) CARNARVON.

Governor

Sir STEPHEN J. HILL, K. C. M. G., C. B.,
&c., &c., &c.

MR. STUBBER TO THE COLONIAL OFFICE.

[COPY.]

2 DORSET STREET,
MANCHESTER SQUARE,
17th March, 1876. }

MY LORD,—

I have the honor to submit to Your Lordship, a project of mine for an overland route from the Port of Galloway, through Newfoundland to Nova Scotia, thence to St. John's, which will not only have the advantage of going a greater distance overland than has hitherto been accomplished, thus avoiding icebergs and other dangers of the sea route, but will also enable us to reach New York in 7—instead of (as at present) from 10 to 14 days, and consequently insure the carriage of the Mails. I am now forming a Company to carry out this project; and I have humbly to request and pray that Her Majesty's Government will be pleased to grant me a concession for making a Railway through Newfoundland, with such an amount of land, on either side of it, for the further remuneration of the Shareholders as Her Majesty's Government may in their discretion think proper, such concession to be subject to a condition that the Railway shall be completed within a given time.

I have, &c.,

(Signed) NICHOLAS STUBBER.

The Right Honorable

THE EARL OF CARNARVON,
&c., &c., &c.

THE COLONIAL OFFICE TO MR. STUBBER.

[COPY.]

DOWNING STREET,
23rd March, 1876. }

SIR,—

I am directed by the Earl of Carnarvon, to acknowledge the receipt of your letter of the 17th instant, and to state in reply that any application for a concession for making a Railway with, or without grants of land in Newfoundland, should be addressed to the Local Government, in whom the power of dealing with such questions has been vested.

His Lordship desires me to add that you may be aware that a preliminary Survey has been made of a Railway from St. John's to St. George's Bay.

I am, &c.,

(Signed) W. R. MALCOLM.

NICHOLAS STUBBER, Esquire.

No. 10.

**Correspondence respecting the Steam Ship Arctic,
of Dundee.**

LORD CARNARVON TO GOVERNOR HILL.

Newfoundland.

No. 18.

DOWNING STREET,
17th Feb., 1876. }

SIR,—

My Telegram of the 12th instant will have informed you in reply to yours of the 10th instant, that the owner of the

Steam Ship *Arctic* has promised that his vessel shall respect the provisions of the Act of the Newfoundland Legislature, regulating the prosecution of the Seal Fishery. I now enclose, for your information, copies of a Correspondence shewing the steps which have been taken in consequence of your telegram; I also transmit you copies of a previous Correspondence, from which you will learn that before the receipt of your telegram the owner of the *Arctic* had promised that the vessel should respect the provision of the Local Act.

I have, &c., &c., &c.,

(Signed) CARNARVON.

Governor

SIR STEPHEN J. HILL, K. C. M. G., C. B.,
&c., &c., &c.

THE COLONIAL OFFICE TO MR. YEAMAN.

[COPY.]

DOWNING STREET, }
14th Feb., 1876. }

SIR,—

With reference to your letter of the 14th of January, and to the reply from this Department of the 17th of the same month, I am directed by the Earl of Carnarvon to transmit to you a copy of a telegram received from the Governor of Newfoundland, expressing the apprehension of his Government that the Steam Ship *Arctic* will commence the Seal Fishery before the date fixed by the Colonial Act.

In reliance on the promise made through you by the owner of the *Arctic*, Lord Carnarvon has informed the Governor, by telegraph, that Mr. Stephen has promised that his vessel shall respect the Colonial Act; and I am to add that the copy of the Governor's telegram is sent to you with the view of avoiding any misapprehension in consequence of the steps which, it ap-

pears, the Newfoundland Chamber of Commerce have taken in the matter.

I am, &c.,

(Signed) W. R. MALCOLM.

JAMES YEAMAN, Esq., M. P.

MR. YEAMAN TO THE COLONIAL OFFICE.

[COPY.]

FEBRUARY 15th, 1876.

SIR,—

I have the honor to acknowledge the receipt of your letter of yesterday's date, and also copy of telegram from the Governor of Newfoundland to the Right Hon'ble the Earl of Carnarvon, regarding the Steamer *Arctic*, of Dundee, in respect of that vessel's intention to be employed in the Seal Fishery of Newfoundland this season.

I have the honor to thank the Right Hon'ble the Colonial Minister for these communications, and to state that I have forwarded them to Mr. Wm. Stephen, of Dundee, the owner of the *Arctic*, for his guidance.

I beg also to say that I have the assurance of Mr. Stephen that he will give strict instructions to the Masters of his vessels to adhere rigidly to the terms of the Act which regulates the Newfoundland Seal Fishery, a Manuscript copy of which, by the Earl of Carnarvon's readiness, was transmitted through me last month to Mr. Stephen.

I have, &c.,

(Signed) JAS. YEAMAN.

THE SECRETARY, COLONIAL OFFICE,
Downing Street.

MR. YEAMAM TO THE COLONIAL DEPARTMENT.

[COPY.]

DUNDEE,
January 14th, 1876. }

DEAR SIR,—

May I take the liberty of troubling you to forward to me copy of the Act referred to in the enclosed letter, addressed to me; you will see for what purpose Mr. Stephen, who is an extensive Ship-builder and Ship-owner here, requires the information.

I am, &c.,

(Signed) JAS. YEAMAN.

THE SECRETARY, COLONIAL DEPARTMENT,
London.

MR. STEPHEN TO MR. YEAMAN.

[COPY.]

DUNDEE,
11th January, 1876. }

DEAR SIR,—

You will doubtless have heard that the *S. S. Arctic* is going this Spring to the Newfoundland Seal Fishery.

This being the case, I am desirous to obtain a copy of the Bill last passed by the Colonial Legislature, preventing Steamers from sailing for the Sealing voyage before 10th March. As I intend to make it imperative that the *Arctic* respects the Colonial enactment on this point, and that she does not begin before the time fixed by the Act; in this, Captain Adams quite concurs. It has occurred to me that you might be able to get a copy of the Act for me through the Colonial Office, and if you

can do so, I shall feel obliged. I would like it as soon as possible, as time is wearing on.

Dear Sir,

Yours, &c.,

WM. STEPHEN,
p. CHAS. PETER.

JAMES YEAMAN, Esq., M. P.,
Craigie Cliff, Dundee,

THE COLONIAL OFFICE TO MR. YEAMAN.

DOWNING STREET,
17th January, 1876. }

SIR,—

In reply to your letter of the 14th inst., I am directed by the Earl of Carnarvon to inform you that there are no spare copies in print in this Department, of the Act No. 9, of 1873, of the Newfoundland Legislature, to regulate the prosecution of the Seal Fishery. Lord Carnarvon has, however, much pleasure in desiring me to forward to you, for Mr. Stephen's information, a Manuscript copy of the Act.

I am, &c.,

(Signed) W. R. MALCOLM.

JAMES YEAMAN, Esq., M. P.

MR. YEAMAN TO THE COLONIAL OFFICE.

CRAIGIE CLIFF, DUNDEE, }
 January 20th, 1876. }

SIR,—

I have the honor to thank the Right Hon'ble the Earl of Carnarvon for his courtesy and promptitude in sending the Manuscript copy of the Legislation, regarding the Newfoundland Seal Fishery.

Mr. Stephen also requires me to beg leave to thank His Lordship on his behalf.

I have, &c.,

(Signed) JAMES YEAMAN.

THE SECRETARY TO THE COLONIAL DEPARTMENT,
 Downing Street.

No. 11.

**Report of Joint Committee of Council and Assembly
 on Petition of Cape St. John Telegraph Company.**

The Joint Committee appointed by the Honorable the Legislative Council and House of Assembly, to take into consideration the Petition of Francis Ellershausen and others, praying for a Charter to the Petitioners constituting a Company under the Title of the "Cape St. John Telegraph Company," beg to report that they have taken the evidence of R. J. Pinsent, C. F. Bennett, John Delany and Alexander McKay, Esquires; and they have had letters of Messrs. Pinsent and Green, The Hon. the Colonial Secretary, Mr. Pinsent and Colonel Mallery, laid before them, all of which evidence and correspondence is annexed to this report.

That your Committee have considered the matters to them referred, and are of opinion that a Charter may be granted to the Petitioners,

FRANCIS ELLERSHAUSEN,
STEPHEN CLEARY,
SMITH McKAY,
S. RENDELL,
J. GOODFELLOW,
C. S. BOWRING,
M. J. ADAMS,
JAMES C. ROGERSON,
P. P., EDWIN DUDER,
G. J. CARTER,

A. F. GOODRIDGE,
JAMES S. PITTS,
W. B. GRIEVE,
THOS. CLIFT,
JAMES R. KNIGHT,
J. OUTERBRIDGE,
H. STABB,
P. HUTCHINGS,
THOS. R. SMITH,

upon the terms proposed in the letter of Messrs. Pinsent and Green to the Honorable the Colonial Secretary, dated the 23rd day of December, 1875, viz: that a Government guarantee of interest to the extent of £500 a year on Stock of the Company, be given so long as the line shall be kept in operation, upon the condition that the Government be indemnified against any claim arising under such guarantee by the same being made a first charge upon the Mining properties at Tilt Cove and Bett's Cove. By Act 17th Victoria, Cap. 2, the sole and exclusive right to build, make, occupy, take or work any line between any points in this Island, (except between St. John's and Carbonear), is granted to the New York, Newfoundland, and London Telegraph Company, subject to the proviso, that if at any time after ten years from the passing of said Act, any branch line to connect any town or village by the Government of this Colony, and the Company should not establish the same within twelve months after a requisition to that effect from the Governor, the Government might establish such branch line at its expense for local traffic only. It is stated in the Petition, "that Petitioners have already secured the consent of the Anglo-American Telegraph Company to the establishment of this line, without a previous years' notice to them;" but it would appear from the reply of Mr. McKay, Local Manager of the Anglo-American Telegraph Company, that such consent is conditional; therefore, if a Charter be granted to the proposed Company, it should be subject to the provisions of the Act above referred to. Your Committee are fully alive to the great advantages derivable from a Telegraphic connection being established between the outlying Districts and the Capital, as well

social as commercial, and especially as regards the fishery, extensive connection along the coast will materially aid the fisherman in the prosecution of his avocation, directing his attention to those localities where success is most likely to attend his labors. Your Committee would therefore call attention to that portion of Mr. McKay's evidence having reference to the connecting of Heart's Content with Bonavista, embracing intermediate settlements, at a probable cost of about \$25,000. This, if accomplished, would be an extension of infinite importance to a large and important section, and would probably lead to further extension at a future time; and your Committee would respectfully recommend that the Government should be authorized to take such steps as they may deem advisable, by guaranteeing interest upon the capital stock or otherwise, in order that so desirable a line of Telegraphy, connecting Bonavista Bay with St. John's, may be established and maintained.

All which is respectfully submitted,

ROBERT KENT, *Chairman.*
 J. S. CLIFT,
 W. J. S. DONNELLY,
 ROBERT THORBURN,
 P. G. TESSIER,
 J. GODDEN,
 W. V. WHITEWAY,
 JOHN H. WARREN,
 P. NOWLAN.

Petition to the Legislature on behalf of the Cape St. John Telegraph Company.

TO THE HONORABLE THE LEGISLATIVE COUNCIL
 IN SESSION CONVENED.

The Petition of the Undersigned FRANCIS ELLERSHAUSEN, CHARLES FOX BENNETT, PHILIP CLEARY, SMITH MCKAY, STEPHEN RENDELL, *and others.*

HUMBLY SHEWETH,—

That it is the desire of your Petitioners, in association with others, to establish a Company, to be called the "Cape St. John Telegraph Company."

The object of the said Company will be to establish a main line of Electric Telegraph communication between the Conn River Station of the Anglo-American, (late New York, Newfoundland and London Telegraph Company,) and Cape St. John, by way of Hall's Bay, for the purpose of affording to those who are so largely engaged in the Northern and Labrador Trade and Fisheries, and in Mining operations, a more ready and prompt means of communication to and from the Capital, Harbor Grace, and the whole Southern Coast where the Telegraph is now established, and thence with other Countries.

The Mining operations of Newfoundland form a highly important and rapidly increasing element in the staple industry of the Country, and already there are two very large enterprises successfully established at Tilt Cove and Bett's Cove, in a region which offers a wide and promising field for similar speculations, and such enterprises will be much aided and encouraged by the establishment of Telegraphic Communication.

The number of inhabitants settled at the localities above-named, in connection with Mining industry, is about Fifteen hundred, besides which there are considerable business relations between those places and the rest of the District in which they are situate, as well as with other parts of the Island.

That said Mining enterprises indirectly contribute largely to the Revenues of the Colony.

That the intended line of Electric Telegraph will be of great importance as establishing the long desired communication, particularly in relation to the Fisheries, between the Capital and Conception Bay, and the Coast of Labrador and the North of the Island.

That the projected line of Telegraph will be capable of extension and connection with branch lines, if it should be at any time desired so to use it; but Petitioners have to represent that in their humble judgment the establishment of the line now proposed, should not be made in any way dependent upon, nor should its construction be delayed in view of any more extensive plans of communication, as it will in no way interfere with other projects whenever it may be desirable to enter

upon them, and the more especially do they submit this when it is considered, that all the aid that the intended Company expects from the Government and Legislature, is the granting of a Charter of Incorporation and a guarantee of Five hundred pounds sterling per annum of interest upon the shares to be taken in the Company, so as to give them a public and marketable value.

“That Petitioners have already secured the consent of the Anglo-American Telegraph Company to the establishment of this line without a previous years’ notice to them.”

Petitioners, therefore, pray that your Honorable House will take the premises into favorable consideration, and grant to the projected Company a liberal and effective Charter.

And as in duty bound, &c.

FRANCIS ELLERSHAUSEN,
by (in his absence) his Attorney,
R. J. PINSENT,

C. F. BENNETT,
PHILIP CLEARY,
SMITH McKAY,
S. RENDELL,
J. GOODFELLOW,
G. BROWNING,
JOHN J. ADAMS,
JAMES C. ROGERSON,
P. P., EDWIN DUDER,
GEO. J. CARTER,
A. F. GOODRIDGE,
JAMES S. PITTS,
W. B. GRIEVE,
THOS. CLIFT,
JAS. R. KNIGHT,
J. OUTERBRIDGE,
HENRY J. STABB,
P. P., P. HUTCHINS,
GEORGE KNOWLING,
THOS. R. SMITH.

 PROCEEDINGS

Of a Joint Committee of the Legislative Council and House of Assembly, appointed to enquire into the Petition of a Company constituting themselves "The Cape St. John Telegraph Company."

COMMITTEE ROOM,
 LEGISLATIVE COUNCIL,
 March 22nd, 1876. }

The Committee met this day.

PRESENT :

The Honorable Mr. KENT, *Chairman.*

“ “ CLIFT,
 “ “ TESSIER,
 “ “ THORBURN,
 “ SOLICITOR GENERAL,
 “ SURVEYOR GENERAL,
 Mr. GODDEN,
 Mr. NOWLAN,

The Petition to the Legislature on behalf of the Cape St. John Telegraph Company, was read.

The following papers were put in evidence :—

Letter dated December 23rd, 1875, from Messrs. Pinsent and Greene, Solicitors for the proposed Company, to the Hon. Colonial Secretary.

Letter dated December 24th, 1875, from the Hon. Colonial Secretary to Messrs. Pinsent and Greene.

Minute of Council of January 29th, 1876.

Plan, showing Route of Telegraph Line, by John Delany, Esq., P. M. G.

Resolved,—That the following persons be summoned to give evidence before the Committee on the next day of meeting, viz. :—

Messrs. Charles Fox Bennett, Smith McKay, Alexander McKay, John Delany, and Robert J. Pinsent, Q. C., and that Mr. Pinsent do shew his authority from Mr. Ellershausen, to act as his Attorney.

Resolved,—That Mr. Alexander McKay's examination shall embrace the following queries :—

His opinion of the feasibility of constructing a Line from Conn River to Cape St. John, via Bett's Cove and Tilt Cove ?

His opinion of the feasibility of constructing a Line from Chance Cove, Trinity Bay, via Clodes Sound, Freshwater Bay, Exploit's, Hall's Bay, Bett's Cove, Tilt Cove to Cape John ?

His opinion of the feasibility of constructing a Line from Heart's Content to Trinity or Bonaventure, by Cable ; thence by land to Bonavista and Catalina ?

His opinion of the feasibility of constructing a Line from La Poile to Bay of Islands, Bonne Bay to Cape St. John, via Bett's Cove and Tilt Cove ?

The cost of each line ? The probable annual income, the cost of maintenance ? The probable cost per mile of Branch Lines from any Main Line ?

Whether Anglo-American Company will erect either of such Lines, or withdraw objection to their being erected by another Company, foregoing notice required by Act ?

St. JOHN'S, }
December 23rd, 1875. }

THE HON. COLONIAL SECRETARY,

SIR,—

As Solicitors of a Company about to be formed and to be designated "The Cape St. John Telegraph Company," we have the honor to request the aid and support of the Government to the extent following:—(1) A Government guarantee of Five hundred pounds a year interest on shares—the two mines of Tilt Cove and Bett's Cove, undertaking to indemnify the Government if required. (2) A Legislative charter, with the necessary provisions.

The proposed line of Telegraph will connect with the Anglo-American line at Conn River, be carried across to Hall's Bay, and thence to Cape St. John.

This line will, of course, be capable of extension in other directions by and for the purposes of the public and the Government; but, of course, any such extension would be at Government cost and risk.

We need hardly observe how publicly advantageous the proposed line of the Cape St. John Telegraph Company will in itself be, and how favorable are the terms for its establishment now suggested.

An early answer will oblige, as the parties proposing to start the Company are anxious to commence operations, which will afford employment to a large number of persons, and before they enter upon the work the terms of the proposed charter must be agreed upon.

We have the honor to be, Sir,

Your obedient servants,

PINSENT & GREENE.

SECRETARY'S OFFICE,
24th December, 1875. }

GENTLEMEN,—

I have to acknowledge your letter of yesterday, on the subject of the proposed "Cape St. John Telegraph Company." It will be submitted for consideration at the first meeting of the Council, after which you will be informed of the views of the Government on this matter.

I have, &c.,

(Signed) E. D. SHEA,
Colonial Secretary.

Messrs. PINSENT & GREENE.

Minute of Council of January 29th, 1876 :

SECRETARY'S OFFICE,
29th January, 1876. }

Note, that the subject matter of their communication of the 23rd ulto., relating to the proposed "Cape St. John Telegraph Company" would have to be referred to the Legislature for their consideration, addressed to

Messrs. PINSENT & GREENE, Solicitors.

The Committee then adjourned until Monday next, at 11 o'clock, A. M.

COMMITTEE ROOM,
March 27th, 1876. }

PRESENT :

The Honorable Mr. KENT, *Chairman.*

“ “ CLIFT,

“ “ TESSIER,

“ “ THORBURN,

“ SOLICITOR GENERAL,

“ SURVEYOR GENERAL,

Mr. GODDEN,

“ NOWLAN,

The Committee proceeded to take the evidence of the following parties who were in attendance :—

Charles Fox Bennett, M. H. A., examined :

Does not agree to accept a Joint responsibility with Bett's Cove Mine to indemnify to the Government guarantee of interest, but would be prepared to take stock in the Company if interest is guaranteed by Government. It being a Line which would be for the Fishing and other Commercial interests as well as Mining interests, it would be unreasonable to ask a guarantee from the Mines alone.

(Signed) C. F. BENNETT.

Robert John Pinsent, Q. C., examined :—

We do not petition for any such conditions as to indemnity, as contained in the letter of Dec. 23rd, 1875, to the Colonial Secretary, but if the Legislature will exact those conditions, the Company, I undersand, will accept them. I do not hold any written authority from Mr. Ellershausen, but am acting as Solicitor under instructions given in, by, and in presence of Mr. McKay and Mr. Smith, and am standing Counsel for Mr. Ellershausen, and am acting for the proposed Company. If the Charter be granted, Mr. Ellershausen, Mr. Smith McKay, and Mr. T. R. Smith, would, I have no doubt, be Shareholders in the Company, and some of the other Petitioners who are all

interested in the Mining operations at the North, would probably become Shareholders also. On the part of Mr. Ellershansen, I have no hesitation in saying that if the Charter be granted agreeably to the communication to the Colonial Secretary, that he would be willing that the indemnity should be a charge on Bett's Cove Mine in connection with Tilt Cove Mine, these Mines having the right to recover proportionate contribution from other successful enterprises. [Mr. Pinsent here put in Draft of Suggestive Bill for the Incorporation of the Company.] I would suggest that it might be the only feasible plan for the connection of Twillingate with Telegraphic communication, to have a Station at or near Cape John, with a Submarine Cable from Twillingate.

(Signed) R. J. PINSENT.

The Committee then adjourned until Friday next, the 31st instant, at Eleven o'clock, A. M.

COMMITTEE ROOM,
March 31st, 1876. }

PRESENT :

The Honorable Mr. KENT, *Chairman.*

“ “ CLIFT,

“ “ TESSIER,

“ “ THORBURN,

SURVEYOR GENERAL.

The Committee adjourned until Monday next, at Eleven o'clock, A. M.

COMMITTEE ROOM,
April 3rd, 1876. }

PRESENT:

The Honorable Mr. KENT, *Chairman.*

“ CLIFT,

“ TESSIER,

“ THORBURN,

“ SOLICITOR GENERAL,

“ SURVEYOR GENERAL,

Mr. GODDEN,

“ NOWLAN.

Resolved,—That the Secretary do write Mr. Pinsent, Q. C., for names of Proprietors of Bett's Cove Mine, and whether other Proprietors are prepared to give the Government a guarantee as well as Mr. Ellershausen.

The Committee proceeded to take the evidence of Mr. Delany, P. M. G.

John Delany, P. M. G., examined :—

Would be most glad to see the whole Island belted with the Electric Telegraph. A Line from Heart's Content crossing Trinity, Head of Random, Clode Sound, Gambo, Freshwater, Gander Bay, Exploits, Hall's Bay, Tilt Cove and Bett's Cove, would be a very costly undertaking, and would probably take three years to complete it. In the absence of such a Line, it occurs to me, that much of the inconvenience resulting from want of Telegraphic communication to the Northward, might be greatly lessened by laying Military Lines, (now so extensively used in the United States Signal Department for Weather Telegraphy, between Conn River and Hall's Bay, which may be done at a moderate expense. By this Line, news from Labrador may be obtained five or six days in advance of the Steamer. Having entertained these views, (entirely my own), was induced to communicate with the Chief Signal Officer of the Army of the United States on the subject, pointing out the difficulties and interruptions likely to present themselves in

the undertaking. By the last Mail I received a Reply informing me that the laying of such a Line was perfectly feasible; also size of wire use, the weight of mile, the price per lb., and name and address of the Manufacturers.

[Mr. Delany here put in evidence letter received from Lieutenant Colonel Mallery, U. S. Army.]

I have no other suggestions to make.

(Signed) JOHN DELANY.

The Committee then adjourned until Wednesday next, the 5th instant, at Eleven o'clock, A. M.

COMMITTEE ROOM,
April 5th, 1876. }

PRESENT :

The Honorable Mr. KENT, *Chairman.*

“ “ CLIFT,
“ “ TESSIER,
“ “ DONNELLY,
“ “ THORBURN,
“ SOLICITOR GENERAL,
“ SURVEYOR GENERAL,
Mr. NOWLAN.

The following Letter from Mr. Pinsent, Q. C., in reply to a Letter addressed to him by the Secretary of the Committee, was read :

CAPE ST. JOHN TELEGRAPH COMPANY,
St. John's, April 4th, 1876. }

SIR,—

I can only give you the name of Francis Ellershausen as managing proprietor of Bett's Cove mine; he has full control. The Committee will be good enough to observe that the guarantee or indemnity to the Government is to be a first charge upon the mines, not upon the proprietors, who may change

from time to time. Allow me, further, to remind the Committee that there can be no harm done in granting the charter, as if its terms be afterwards found to be impracticable from any cause, the matter will remain where it was until, at least, necessary alterations shall be made to meet the difficulties that may arise.

In the meantime the Committee may deem it advisable to recommend terms so liberal that the project may not be stultified.

I am yours, &c.,

R. J. PINSENT.

HUGH CARTER, Esq.,
Secretary Joint Committee.

The Replies from Mr. Alexander McKay, in answer to the queries proposed to him by the Committee, were read, and are as follows :

ST. JOHN'S, }
April 5th, 1876. }

The Chairman of the Joint Committee of the Legislative Council and House of Assembly on Telegraph extension :

DEAR SIR,—

Since I had the honor to appear before your Committee, I have more carefully gone into the matter of a telegraph to Cape John *via* Hall's Bay, and although the distance is something greater than I stated, I still think a line to connect Tilt Cove and Conn River could be erected for about the sum mentioned by me, viz., £10,000 sterling, *via* Hall's Bay.

I have no personal knowledge of the country *via* Clode Sound and Freshwater, but am informed that it is densely wooded, and that the Government has expended considerable sums from time to time in cutting away, 14 feet wide, through these forests. If it cost so much to cut a road 14 feet wide, it is easy to calculate what it would cost to cut the timber down, 150 or 160 feet wide, as it would be necessary to do before building a line. I do not think a line could be built to Tilt

Cove *via* Freshwater for double the amount of my estimate for the Conn River and Hall's Bay route, and it even might double that again, besides the cost of maintenance would be much greater, as expert clerks would require to be kept both at Gloyis River to transmit the Trouty, Catalina and Bonavista business, and at Freshwater to transmit the Greenspond. It is true this route has the advantage of tapping Greenspond, which your Committee can weigh at its value.

The same difficulty that apply to constructing a line round Bonavista Bay would, in my opinion, be met on the route from LaPoile to the Bay of Islands, Bonne Bay, and Cape John, but as I never visited that region, and know but little about it, I can form no estimate of what its cost might be. Lines in Canada cost about \$120 per mile; in this country, along travelled roads, about \$140, and through roadless districts about \$250 per mile, according as the district is accessable, or otherwise.

There is no difficulty whatever in connecting Heart's Content with Bonavista *via* Hant's Harbor, Trinity and Catalina. The cost of such extension would be about \$25,000.

The maintenance of the Conn River and Tilt Cove line would be about \$3,400 per annum, and of the Heart's Content, Bonavista extension, about \$2,300 per annum, making due allowance for ordinary repairs, but nothing for renewals.

A question was asked about a military line of telegraph; this, I apprehend, means an insulated wire laid along the ground, but the wire alone costs about £50 per mile, and if laid through this country *over ground* would certainly not last one week.

I have the honor to be,

Your obedient Servant,

A. M. McKAY.

The Committee then adjourned.

COMMITTEE ROOM, }
 April 20th, 1876. }

PRESENT :

The Honorable Mr. KENT, *Chairman.*

“ “ CLIFT,

“ “ TESSIER,

“ “ DONNELLY,

“ “ THORBURN,

“ SURVEYOR GENERAL,

“ SOLICITOR GENERAL,

Mr. GODDEN,

“ NOWLAN.

The draft of Report was presented by the Hon. Solicitor General and accepted.

The Committee then adjourned.

WAR DEPARTMENT, }
 WASHINGTON, March 13th, 1876. }

Hon. JOHN DELANY,
Post Master General,
 St. John's, Newfoundland.

SIR,—

By directions of the Chief Signal Officer of the Army, I have the honor to acknowledge and answer your communication of 27th ult., making special enquiry as to the establishing of a temporary telegraph line as desirable. There is no doubt of its feasibility with the kind of wire used for a military telegraph here. This is described as No. 15 wire, 72 lbs. to the mile, as is now contracted for by this office, from Watts & Co., Baltimore, Maryland, at 12 cents per lb.

It affords this office pleasure to be of any assistance to you, in return for your valuable co-operation in its meteorological work.

Respectfully yours,

GARRICK MALLERY,

*Capt., Brvt. Lieut.-Colonel U. S. A.,
Acting Signal Officer and Assistant.*

A BILL entitled an Act to Incorporate the Cape St. John Telegraph Company.

WHEREAS

and others have proposed to form a Company, to be styled the Cape St. John Telegraph Company, for the purpose of establishing communication by electric telegraph between the Conn River station of the Anglo-American Telegraph Company and Cape St. John, and intermediate places.

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

1. That the persons above named, or any of them, and all other persons who shall, pursuant to this Act, become Shareholders for the purposes aforesaid, shall be, and they are hereby created a body corporate and politic, by the name of the Cape St. John Telegraph Company, and by that name may have a common seal, and sue and be sued, and hold property and deal with the same, and do all things within the scope and for the purposes of this Act.

2. The capital or joint stock of the said Company shall be fifty thousand dollars, in shares of one hundred dollars each.

3. So soon as the said sum shall be subscribed, the said Company may go into operation.

4. The Directors and Officers of the Company shall be such and so many as the Shareholders voting by shares shall, upon or after the formation of the Company, and then from time to time afterwards appoint or provide for, according to rules to be made at general meetings of the Shareholders.

5. General meetings of Shareholders shall be held yearly, and special meetings whenever the Directors may summon them by at least two weeks' notice, to be published in at least two newspapers of this Colony, either upon their own motion or by the requisition of five Shareholders.

6. Votes of Shareholders may be given by proxy, in writing. A quorum of the Board of Directors shall be a majority of the whole number. The President at meetings of Shareholders shall vote by his shares, as other persons, and the President at a meeting of Directors, shall have a casting vote only.

7. The shares shall be personal property, and liable under execution or attachment, by warrant, in the hands of the President or Secretary of the Company, who may be examined in like manner as a garnishee, and upon sale under legal process, and production of Bill of sale from the proper officer, the shares so sold shall be held to be validly transferred, subject to any liability of the proprietor of such shares to the Company.

8. The said Company is empowered to construct a line of Electric Telegraph from Conn River to or near to Cape Saint John, passing by the head of Hall's Bay, and any branch lines or connections therewith that such Company may determine to make.

9. The said Company may take and use any ungranted Crown lands, to the extent of _____ on each side of the line, for the purpose of erecting and maintaining its line of telegraph; and in case of private property upon compensation for the same, to be settled in case of dispute with the proprietor by arbitrators, to be appointed one on each side, with power to name a third in the event of disagreement; the decision of any two of them, in writing, shall be final. If the

proprietor of the property should fail to name an arbitrator, or arbitrators should disagree as to an umpire, a Judge of the Supreme Court may name one on petition from the Company, or a Judge of such Court may himself determine the amount of compensation, and the award of such Judge shall be final.

10. The shares or stock of the Company shall be issued by certificates, signed by the President and Secretary of the Company, and certified by the Colonial Secretary; and shall if there be no liability thereon to the Company, be transferable by endorsement of the holder to the transferee, and by entry of the transfer in the books of the Company, or by operation of law; and the holders thereof shall, on the production thereof to the proper officer of the Company, be entitled to receive five per cent. per annum out of the funds of the Company, as interest upon such shares; and in default, when due, of payment by the said Company, the holders shall, upon production of such certificates at the office of the Receiver General of this Colony, be entitled to receive from the Treasury the said interest, or so much as may have been short received from the Company: Provided that the whole sum for which the public Treasury shall be so responsible, shall not exceed Five hundred pounds sterling per annum; and provided further that no profits over and above yearly interest with five per cent shall be divided amongst shareholders, if it should become necessary to call upon the Government to make any payment under the guarantee aforesaid.

11. The amount of any shares or calls upon shares or any part thereof, may be recovered in the name of the Company from any shareholder in a common indebitatus count for the same—or the shares may be declared forfeited for non-payment of the amount thereof or of any part thereof, whether before or after action brought.

12. Materials for the erection and maintenance of the line and its branches or connections shall be imported duty free.

13. The Government of this Colony may make use of the line for connection with any lines to be established by the Government with other places.

14. The Company shall render an annual account to the Government to be laid before the Legislature under the oath of its President and Secretary.

15. The Company may make bye-laws and rules for the management of its affairs for any matters not provided for by this Act, so long as the same shall not be repugnant thereto.

16. This Act shall be deemed a public Act, and shall not need to be specially pleaded or proven.

Draft of additional Section in case of Government requiring Indemnity.

In the event of the Treasury being called upon for the payment of interest, as aforesaid, the amounts paid shall be a first and Crown rent charge upon the Tilt Cove and Bett's Cove Mines, now in operation, and shall be recoverable by distraint, and the proprietors of all other Mines worked or to be worked in this Colony, using the said line, shall severally be bound to contribute to the proprietors of the said Tilt Cove and Bett's Cove Mines for such a proportion of the sum which may be paid to the Treasury under this section as the number of messages sent over the line on account of such other mines may for the previous year bear to the number sent on account of the said Tilt Cove and Bett's Cove Mines; such contributions may be recovered either in a suit for account or in an action on a common indebitatus count for money paid: Provided that nothing in this section contained shall be construed to relieve any of the said companies from their ordinary liability to pay for messages sent over said line.

No. 12.**Summary of the Newfoundland Railway Survey—1875.**

TO THE HON. COLONIAL SECRETARY,—

SIR :—

In the year 1868, the late Mr. Walter George Bellairs was deputed by Mr. Sandford Fleming to make a cursory examination of this island from east to west, in order to ascertain roughly what capabilities its interior presented for the construction of a railroad—Mr. Fleming's opinion then being that, were such a line built, it would form an important link in the chain of the intercolonial system, and in the shortest and most direct route to Europe. This expedition of Mr. Bellairs was conducted solely at Mr. Fleming's own personal expense.

Mr. Bellairs' instructions were, first, to obtain the most reliable information regarding the character of the harbors on the east and west coast, the positions of which would be favorable as termini; and, secondly, to observe whether or not any insuperable or serious obstacles interposed, on the direct line, between such ports; and lastly, if a railway were practicable, what its length and general direction would be.

On Mr. Bellairs' arrival in Newfoundland, he appealed to me for information regarding the interior of the island; and I gladly gave him all that then lay in my power, which will be found quoted in his report; but as at that time my surveys had not extended to the southern and eastern parts—that is, to the south-east of a line drawn from Codroy by the Grand Pond diagonally across the island, the line he was desired to obtain, being unexplored, I was unable to describe with any degree of confidence. Thus he had to rely upon such information as could be derived from trappers and Indians, as he passed through the country, noting such observations as his time and very limited opportunities would admit.

The route that was followed on Mr. Bellairs' exploration was, for a great part of the distance, along or nearly parallel to the already existing telegraph line, until reaching Grandy's Brook, whence he struck into the heart of the country, and

crossed over to St. George's Bay, following, in the latter part of his journey, the valley of Flat Bay Brook. His general summary of the character of the country through which he passed is:—After leaving the peninsula of Avalon until reaching Flat Bay Brook—that which all subsequent exploration has proved it to be—a dreary waste of alternating rocky hills and ridges, with wide-spread barrens and marshes, intersected by innumerable foaming torrents, which, rushing through deep-cut, precipitous gorges, flow tumultuously into the many fiords and inlets which indent the southern shore. Nevertheless, Mr. Bellairs, while he anticipated difficulties, and the probable necessity of making many curves and deviations from a direct line, perceived nothing that could be deemed insuperable; stating, however, that a preliminary instrumental survey alone could determine the value of the physical difficulties to be encountered, the absolute mileage of the road, or the capabilities offered for construction.

Early in the year 1875 the Government of Newfoundland came to the conclusion that an instrumental preliminary survey should be immediately instituted, to determine, once for all, the capabilities of the country for railway construction, from the eastern to the western shores; and an act was passed, during the legislative session of the same year, enabling the Government to proceed with the work. In the meantime a correspondence was held with Sandford Fleming, Esq., C. E., Engineer-in-chief of the Canadian Pacific Railway, and he was invited to superintend the operation, and to appoint a corps of engineers, who should be instructed to make every effort to complete the survey within the year. Mr. Fleming, without hesitation, offered his gratuitous assistance in furtherance of the object in view, allowed himself to be named consulting engineer, appointed a staff to perform the work, and expressed his intention, if possible, to inspect the initiation and completion of the survey. The latter part of the programme Mr. Fleming was unable personally to fulfil: his many engagements, in connection with the Canada Pacific and other important public works, absorbing all his time and attention; but he deputed as a substitute Alexander L. Light, Esq., C. E., a well-known and experienced engineer, to act in his stead—one who has earned a most favourable reputation, as being the constructor of a large portion of the Intercolonial Railroad, which

is generally acknowledged to be nearly, or altogether, the most perfect road on the continent of North America.

As, during my geological investigations, between the years 1868 and 1875, I had made many extensive surveys of the interior, by means of following up the great leading arteries and keeping up a system of triangulation from the most conspicuous heights, to harmonize and connect the whole work, I was consulted by the Government, and subsequently by Mr. Fleming, and asked to state my views regarding the general direction to be followed by the engineering parties; and also to describe, as far as my experience would permit, the probable character of the country, and the line I should suggest, would pass through. I accordingly drew up a plan upon my small scale geological map, dividing the whole line into nineteen sections or parts, with written memoranda of each section, concluding with remarks regarding the bringing forward of supplies. These data were immediately forwarded to Mr. Fleming; and these, with some modifications, have been the basis on which the work proceeded and has since been accomplished. Mr. Light accordingly proceeded from Quebec, accompanied by a corps of engineers, early in May last; but owing to the state of the Newfoundland coast—which was at that time so blocked up with ice that the Atlantic steamers were unable to reach St. John's—he was detained over a fortnight at Halifax, and did not reach this place until the 19th of that month. Immediately on landing, Mr. Light proceeded to this office, becoming a guest of my house; and from the same date until the 7th June we were both incessantly occupied in discussing the routes to be followed, the difficulties to be encountered, especially in the commissariat department; drawing out instructions, selecting men for the parties, equipping tents, testing instruments, &c. Arrangements completed, the last of the parties left this on the 7th of June.

After due consideration, it was determined that the survey of the interior should be accomplished during the summer months, as the whole length of the line, from end to end, to be passed over was known to be an uninhabited wilderness, and where there would obviously be many difficulties in bringing up supplies, reserving the survey of the Peninsula of Avalon for the operations of autumn, or even, if necessary, of the

earlier winter months; as in any portion of that country the parties would be comparatively near to settlements, and within reach of their base of supply.

The extreme termini of the proposed survey were at St. John's harbor on the East, and at St. George's Bay, on the West Coasts; and the primary operation resolved on was to run a connected line between Come-by-Chance, at the head of Placentia Bay, and the Seal Rocks, at St. George's harbor. The corps of engineers was accordingly divided into three parties, which were respectively distinguished as sections or divisions A, B, C. In determining the routes to be taken by the different parties, Mr. Light modified the directions given in my plan, by connecting the extreme points upon the map by straight lines, which were to be followed, as near as circumstances would permit, by the surveying engineers. Thus, section A was to run from the Seal Rocks, at St. George's harbor, towards the entrance of St. George's River, at the extreme head of St. George's Bay; and thence, nearly on a parallel of latitude, between $48^{\circ} 31'$ and $48^{\circ} 32'$ North, to the extreme head of the Red Indian Lake. Section B was to run from an established point where section A would terminate at the head of Red Indian Lake, and to follow, nearly on the same parallel of latitude, to the Gander River. Section C was to commence at the most convenient place for entering into the isthmus of the peninsula of Avalon, near the Come-by-Chance river, and thence bear, as nearly as practicable, in a straight line, for the point indicated on the Gander, as the eastern termination of section B.

The officers of the parties were thus sub-divided:—

SECTION A.	SECTION B.
Mr. THOS. RAMSEY, <i>Chief.</i>	Mr. W. A. AUSTIN, <i>Chief.</i>
“ W. A. RAMSEY, <i>Transitman.</i>	“ WM. QUINN, <i>Transitman.</i>
“ R. N. LIGHT, <i>Leveller.</i>	“ A. G. MORRISON, <i>Leveller.</i>
“ J. H. LOVELL, <i>Topographer.</i>	“ J. J. MORRIS, <i>Asst. Transit.</i>
SECTION C.	
Mr. F. J. LYNCH, <i>Chief.</i>	
“ J. CADMAN, <i>Transitman.</i>	
“ W. C. MITCHELL, <i>Leveller.</i>	

The distances to be traversed in an air line were nearly as follows:—

	M.	C.
On Section A, say	60.40	
“ “ B, “	80.00	
“ “ C, “	84.00	
	<hr/>	
	224.40	
	<hr/>	

But following the actual courses run, these were much increased; and probably, on the whole, the measured distances may be assumed, in round numbers, to amount to nearly 250 miles. The rate of grade given in Mr. Light's instructions was, if practicable, to be confined to 1 in 100.

Each party had an appointed gang of from 25 to 30 men all told, consisting, besides the instrumentalists, of a foreman, chain bearers, a few Indian guides, and general laborers, and provided with all the necessary stores requisite for a campaign of three months, together with canoes and material for the construction of temporary boats, rafts, &c.

On the 2nd of June the party under Mr. Ramsey was despatched by the steamer *Hercules* for St. George's Bay, where it was safely landed on the 5th. The labors of the survey commenced rather inauspiciously on the same day—a boat containing their tents, provisions and other articles, getting swamped at the entrance of “the Gut” (a very dangerous place always), when some of the stores, but fortunately no lives, were lost.

Mr. Ramsey then, after cursorily examining the ground, took his departure from the tide marks, near the outlet of St. George's River, leaving the interval between that point and the Seal Rocks—which was comparatively easy ground—to be surveyed on his return to the coast. His traverse then followed generally up the valley of the St. George's River until he reached the water-shed between it and some of the minor tributaries of the Exploits, which, having crossed, he descended the slope on the south-east side to the bed of that river, touching it at the base of the Red Indian Lookout, between seven and eight miles above the western extreme of the Red Indian

Lake. He reached the latter point about the middle of August, having successfully accomplished his section, without having encountered any insuperable or indeed very serious obstacle throughout. The summit reduced level attained on the culmination of the traverse was 1,220 feet; and the reduced level from the same data, at the part struck upon the Exploits River, was 550 feet—or 82 feet above the normal surface of Red Indian Lake. The gorge of the river at this point is precipitous; but a location line can be found on the left bank a little higher up.

Mr. Ramsey's staff at this time was weakened by the loss of two of his officers, viz.: Mr. Lovell and Mr. R. N. Light, who were obliged to return to the coast in consequence of ill-health; but their absence was in some degree compensated by the activity and energy of his foreman, George LeMoine, and an admirable gang of men, who worked well and steadily to the end, and returned to the coast in the best of health and spirits. The steamer *Tiger* having been ordered to pick up the party at St. George's Bay, they arrived at St. John's on October 2nd, when Mr. Ramsey and his son immediately commenced to reorganise for another expedition on the peninsula of Avalon, to be mentioned further on.

Mr. Ramsey describes the country traversed by the line as being about equally divided into alternating tracts of forest and marsh, until reaching the water-shed, which is in great part a barren waste, spread over by many fine sheets of water of large size. These latter were found of great service in facilitating the advance of the camp equipage and stores, which were moved for long distances in boats, extemporised for the occasion, ingeniously constructed of a rough frame enclosed in the tarpaulin canvas ordinarily used for the protection of the goods from the weather. There are considerable intervals of good land near the sea-board, between the Seal Rocks and St. George's River, and also in the valley of that stream itself, where the timber, pine, spruce and fir, in many cases reaches a fair size and appears to be vigorous and healthy. The slope downwards to the Exploits is to a considerable extent barren country, with marshes and patches of wood scattered here and there; but the lower grounds and banks of the main stream are generally densely covered by forest, amongst which there may frequently be seen pine and other timber of good quality.

Section B, under Mr. Austin, left St. John's on June 7th, by the steamer *Leopard*, with instructions to proceed up the Exploits River with all possible despatch to the head of the Red Indian Lake, where this survey was to commence, and where Section A was to terminate. In consequence of the state of the coast, which was at this time greatly encumbered with ice, the party did not reach Exploits, Burnt Island, until the 16th of June. It then proceeded by schooner to Upper Sandy Point and landed there on the 17th. At this place eight men were engaged for one week constructing two flats to supplement the canoes, which were found insufficient for the transport of the supplies, whilst the remainder of the party, accompanied by Indian canoe-men, at once proceeded up the river with the first instalment of stores. The moving of the commissariat was a tedious process and occupied no less than 28 days, the whole flotilla of canoes and boats being incapable of carrying more than one-third of the material at a trip involving three ascents and two descents of the whole length of the river, including the lake, a distance altogether of 500 miles. Within that time moreover two depots or *caches* were established, one 16 miles up the course of Noel Paul's Brook, the other about 7 miles up the Victoria River, to be conveniently near to the intersection of the proposed line. In consequence of these delays and difficulties the survey was not fairly started until July 22nd.

On that day Mr. Austin took up his starting point 1,000 feet to the westward of the extreme head of Red Indian Lake, and 25 feet above its average level, viz.: 428 feet. This datum was taken from my estimate on the survey of the Exploits in 1871; but the reduced level brought up by Mr. Ramsey from St. George's Bay places the surface of the lake at 468 feet, consequently making a difference of 40 feet in Mr. Austin's reduced level all along the line. Allowing for this difference the altitude attained at $6\frac{1}{4}$ miles would be 810 feet: eastward of which the traverse runs upon level ground, varying in height above the sea between 800 and 990 feet, till reaching $20\frac{1}{2}$ miles, or about 5 miles eastward of the Victoria River, after which it rises, and at 26 miles the height is 1076 feet. At 41 miles the maximum height was attained, 1229 feet, near Noel Paul's Brook, beyond which the descent was gradual to

the Great Rattling Brook at fifty-one miles, where the reduced level was 1015 feet. The descent then continues all the way to the Gander, which is reached at eighty-five and a-half miles, with a reduced level of 412.50 above the level of the sea.

For about fifty miles, or between the commencement of this section till reaching the proximity of Great Rattling Brook, the country proved to be a continuation of dense forest, with a few insignificant intervals of swamp or marsh, the course running nearly parallel, or slightly oblique, to the ridges, which, in common with the topographical features of the country, generally run about north-east and south-west. Beyond the Great Rattling Brook the country opens out into a succession of rolling barrens, with occasional scattered woods of stunted growth, the surface of the ground strewn with innumerable boulders, many of enormous size, being sometimes observed to reach upwards of forty feet in perpendicular height; and this character obtains to a greater or less degree to the end of the section.

The wooded country west of the Great Rattling Brook contains a large amount of valuable timber, consisting of pine, spruce, tamarack, yellow and white birch. There are also, in smaller proportion and smaller size, cherry, mountain ash, maple, and a variety (I believe) of sycamore, known on the continent as moose wood.

The pine trees observed on this part of the line, especially near the Victoria River and Noel Paul's Brook, are described as frequently being very numerous, of good size and of vigorous growth. I am informed by persons of experience who were on the expedition that the pine over large areas would give an average diameter of over two feet, and that the spruce, although generally inferior to the continental spruce for sawing into boards, was of the very best quality for shipbuilding purposes. Tamaracks of the larger or higher qualities are not so plentiful; but many sticks were seen of large size and of the best possible description, some reaching a thickness of upwards of two feet, while in some exceptional instances the diameters were found to be three feet.

Section C, in charge of F. J. Lynch, Esq., C. E., left St. John's on the 7th June, by schooner *Voyager*, with a working

party of about twenty-five men, for Heart's Content, Trinity Bay, where the officers of the staff, Messrs. Cadman and Mitchell, joined them, having been sent overland in advance by Harbor Grace. Thence they proceeded to Bay Bulls Arm, where they landed with all their stores and equipage on the 10th of June.

Having finally made all necessary preparations for the ensuing campaign, the datum of levels was taken from H. W. M. Trinity Bay, and a traverse run across the isthmus to Come-by-Chance in Placentia Bay. On this traverse the height of land was found to be two hundred and fifty feet. In accordance with his previously received instructions, Mr. Lynch chose a point of departure at one hundred and sixteen feet above H. W. M. in order to suit the southern section intended to enter the peninsula of Avalon. Had no such requirement been necessary, Mr. Lynch would have chosen a point lower down in the valley of Come-by-Chance Brook, as likely to give a better line. The banks of the Come-by-Chance were found to be sufficiently flat for the location of a railway; and were traced upwards for about nine miles to a lake from three hundred to six hundred feet wide, and a mile long. The line of survey followed the watershed between Trinity and Placentia Bays, to avoid the steep slopes of the hills, till obliged to descend and cross the Come-by-Chance Brook at the foot of the rapids below the lake at a reduced level of one hundred and seventy-seven feet. The line then skirts the western shore of the lake for about a mile, rounding off to the westward at the foot of the Powder Horn hills, till the divide between the North Harbor and Come-by-Chance is reached at station 500; reduced level two hundred and thirty feet. Up to station 500 the line followed nearly in the direction indicated by Mr. Bellairs; but Mr. Lynch, after having made a detailed examination of the Powder Horn, North Harbor, and Pipers' Hole ranges of hills, found it necessary to deviate from Mr. Bellairs' line of route, and to strike to the northward in order to attain the passes through the North Harbor and Clode Sound hills. The watershed of North Harbor and Random was reached at station 740, fourteen miles from the commencement; reduced level four hundred and thirty feet, not more than four miles from the south-west arm of Random. Here commences the ascent proper of the North Harbor hills, the summit being reached

with grades chiefly of one in a hundred at station 1050; reduced level seven hundred and ninety-five feet. The descent of the west side was found objectionable, and an alternative and an improved line was found by falling back to station 894, and rising the hills on the Random side of the divide, to reach the summit pass at station 1045—reduced level 735 feet—which effected a saving of over four miles in length and sixty feet of a rise; but to do this a grade of sixty feet to the mile was required throughout. Mr. Lynch thinks it possible that a line with easier grades may be found by crossing the watershed at station 740, following the Random side by making a double or S curve, and joining the last line described at station 1000.

Mr. Lynch describes the valley of the Come-by-Chance and the slopes of the Powder Horn hills as being well wooded at many parts, the timber consisting of spruce, tamarack and white birch; and the same character applies to the country between the Powder Horn and Black River hills; but towards the North Harbor hills the ground is hummocky, spread over by many ponds and marshes, with rocky peaks here and there breaking the desolate monotony of the scene. The surface at many parts is well covered with stunted scrubby trees, and is generally strewn over with boulders. Between stations 500 and 1045 the country is devoid of soil, supporting only a deformed and scrubby growth of dwarfed timber, with peat resting on the naked rock. A little grass grows in the brook bottoms, the beds of the same being gravelly.

Descending the North Harbor Hills, with an easy grade, the Black River Lake is passed on the north side at station 1280; reduced level 593 feet. From Black River Lake the line runs between it and Tit, or Upper Black River Lake, and, skirting the latter on the south side, the summit of the Clode Sound Hills' Pass is reached at station 1401—reduced level 638 feet—through a very favorable country. The descent to the south-west branch of the Clode Sound River, near station 1528—reduced level 510 feet—is then made, with a grade of 1 in 100 for $2\frac{1}{2}$ miles, on a spur of the main hills and through somewhat heavy woods, consisting of spruce, tamarack and birch. Both north and south of the summit pass, and to the north of Black River Lake, the country is very rugged and precipitous, peaks to the north rising to a height of 1200 feet

and forming a divide between the waters of Random in Trinity Bay, Clode Sound in Bonavista Bay, and Black River in Placentia Bay. To the south the peak rises to about 1000 feet, and at but a short distance the hills divide into the North Harbor and Black River ranges. The length of the measured line to station 1401 is about twenty-seven miles, though it is only eighteen miles on an air line. Shortly before reaching station 1528 the hill country, through which the line hitherto passed, changes to the more uniform though by no means more level, rolling marshes and barrens of the interior. From stations 1508 to 1800 the line runs through a very level country, chiefly of marshes and barrens, with many small ponds and patches of woods. At station 1800 the measured distance on the line amounts to thirty-five miles, which was reached on or about the 2nd of August, when the stock of provisions became so reduced that it was estimated that they would not hold out beyond the 24th of the same month, and, in consequence, Mr. Lynch had great difficulty in maintaining subordination among his men.

From station 1800 the line was taken over a sharpish rise to station 2010 on the summit of the Bear Ridge, the watershed between Clode Sound and Pipers' Hole, at a reduced level of seven hundred and fifty-four feet; but a good section, with easy grades, is to be found further to the south by a pass. From station 2010 to 2670 the section is easy to the Partridgeberry Hills; the reduced level of the latter station being seven hundred and sixty-five feet; and forward still to station 3800 gives a most favorable profile, terminating at reduced level seven hundred and thirteen feet. The line at this latter part passes near the great lake known to the Indians as Meelpegh, and the waters of the Terra Nova River, station 3760—reduced level six hundred and sixty feet—reaches the bank of the south branch of the Terra Nova, the largest stream crossed on the section. The ascent of the second Bear Ridge is then made to station 3930—reduced level eight hundred and sixty feet—the continuation of the ridge to the northward being very rough and irregular. At station 4305—reduced level six hundred and seventy-two feet—the north branch of the Terra Nova River was crossed, rising immediately afterwards up the Middle Ridge, where the work was unavoidably stopped at station 4500, and at a reduced level of nine hundred and ninety-four

feet. The region towards the Gander River presented an improved aspect, more especially in the growth of timber and the absence of the innumerable ponds hitherto found on the line; those seen being of more extended areas. Had the line been continued one hundred feet further down, a valley would have been crossed to the south of a large lake, the water from which flows into the Gander River.

The next ridges in succession are the two Wigwams, with their intermediate valley, containing Great Gull Pond and river of the same name, which flows to the northwest, and also falls into the Gander. The westernmost of these ridges, at its northern extremity, joins with the Berry or Droque Hills; thus forming a fork from which a stream flows to the southwest, and finally into the Gander. The line, had it been continued, would have run south of the Wigwam ridges and followed a south-westerly course along the stream last alluded to, and would finally have tapped the main Gander River.

It appears to me, and Mr. Lynch's experience seems to corroborate the same view, that the line should diverge to the northward after getting through the Clode Sound Hills, where the ground seems to be in every respect more favorable, first, for construction, and, secondly, as regards the nature of the soil; and thence to reach the head-waters of the Gambo and tributary streams of the Gander, thus avoiding the necessity of crossing ridges and saving the consequent local deviations which were found necessary on the air line.

In the foregoing account I have gone into more minute detail in describing Mr. Lynch's section C, because, in reality, the district he had to encounter presented more formidable difficulties than any other part of the whole line. The chief of these difficulties, and indeed all the trouble and annoyance which followed, laid in the forwarding of the commissariat. The total weight of the inertia at starting amounted to 15,000 lbs., all of which had to be carried on men's backs. Mr. Lynch was not supplied with canoes, and even if he had been, they would only have been an additional weight to carry over a great part of the route. Again, much of the route traversed a country so covered by ponds and lakes that one-third of the whole area appeared to be of water, which necessarily had to

be crossed or followed around; but the former proceeding was impracticable for want of material to construct rafts, while the latter alternative, being unavoidable, entailed excessive labor. On an average the line work had to be stopped for two days in each week to allow all hands to be employed packing and bringing forward the supplies; and the men, being unaccustomed to the work, gradually became exhausted, and many fell into the sick list, some of whom, being too ill for service, had to be sent out to the coast with an escort. Thus the services of from four to five men were lost altogether for several days at a time. I have already stated that provisions began to fall short on the 2nd day of August, and would probably not last beyond the 24th of that month. This danger being imminent, the labourers broke out into almost open mutiny, which was only overcome by the personal presence of Mr. Lynch, who, by patience and conciliatory measures, succeeded in restoring order.

He established small depots of provisions along the line of march, to be ready in case a retrograde movement became absolutely necessary, and he sent an Indian out to the telegraph station at Black River with a message to head-quarters, to send on more supplies. These supplies were at once forwarded; but, owing to some mistakes in the manner in which they were transported, and the inefficiency of the men employed to carry them, they were of little avail, a great portion of the much-needed supplement being consumed before reaching the camp.

As already hinted, some individual instances of turbulence and dissatisfaction occasionally manifested themselves in Mr. Lynch's party, which also tended to retard the work; but some allowance must be made for the men being unused to such operations, so much so that they were at times on the point of breaking down altogether.

During the whole time, and under many difficulties and discomforts, the instrumental work was carried on steadily and skilfully by Mr. Lynch's assistants, Messrs. Cadman and Mitchell, whose conduct throughout is most highly to be recommended.

On his homeward route, Mr. Lynch crossed over to Mount Sylvestre (of Cormack), which he ascended, and had a splendid view of the surrounding country from its summit.

The general character of the region he describes as consisting of immense tracts of marsh and barrens, interspersed by innumerable lakes and ponds, in all respects resembling the country traversed by the surveyed line. He reached Black River on the evening of the 14th of September, where he was rejoined by the remainder of his party on the following morning. They proceeded thence by boat to Great Placentia, where they found conveyances to carry them to St. John's by road, arriving there on the 21st of September.

Before reviewing the progress of the survey through the Peninsula of Avalon, I consider it necessary to give an outline of a survey made under my direction by my assistant, Mr. Howley, of the upper waters of the Exploits River, as bearing upon the facilities offered for railway construction towards the southern shores of the island.

Mr. Howley was instructed to proceed with all possible despatch to the Exploits, to ascend that river to the Red Indian Lake, and then to take up certain points indicated where my survey terminated in 1871, and trace the upper waters as far as practicable; to ascend all the most conspicuous heights and connect the surveys of former years by triangulation; and, finally, to cross over the region which lies between the sources of the Great River and the southern coast towards La Poile or some other favorable harbor.

While Mr. Howley's survey was thus essentially in furtherance of the geological investigation, he was enabled and instructed to render occasional aid to the railway engineers, and finally to observe and roughly to estimate the probable feasibility of carrying a line of road to a seaport which might be made available all the year round.

He found the continuation of the river above Red Indian Lake to consist of two main branches, running nearly parallel to one another—the Exploits proper and the Victoria branch—which pointing remarkably straight in a south-westerly direction, finally terminate in a labyrinth of interlocking waters which flow to the south and to the west. From the watershed, the sources of the Great Codroy and the streams of St. George's Bay were described on the one hand, while the waters of the La Poile, the White Bear Bay and Grandy's Brook were

respectively observed on the other. At the end of sixteen miles from Red Indian Lake the Exploits proper expands into Lloyd's Pond, which is six miles long by an average of three-quarters of a mile broad, and again into George 4th's Pond (of Cormack), at forty miles above the same lake. The Victoria branch, which enters the Red Indian Lake about four miles above the outlet, expands at the end of forty-eight miles into Victoria Lake, a splendid sheet of water, above which the river continues for a vast distance, and finally terminates, interlocked with the south falling streams.

The height of Lloyd's Pond was found by aneroid to be 620 feet above H. W. M. The height of King George 4th's Pond was 1237 feet, and that of Victoria Lake 1160 feet above the sea. The summit level attained on the traverse of the water-shed, was, by the same means, found to be about 2000 feet. From a little distance above the point where Mr. Ramsey's section A struck the Exploits to King George 4th's Pond, Mr. Howley represents the left bank of the river to be generally level, tolerably well wooded and favorable for railway construction; and he is of opinion that although there are some obstacles to be encountered in getting around some of the hills surrounding the said lake, that these are not by any means insuperable, and that after having crossed over to the eastern side of the main river a tolerably level plateau will be found in the region of the eastern sources of the La Poile, from whence an easy section, probably not over one in one hundred, can be carried downwards to the north-east arm of the La Poile Bay or Inlet. The distance followed on Mr. Howley's traverse from the main Exploits—twenty-two miles above King George 4th's Lake—to the northern extreme head of La Poile Inlet, is twenty-five and a-half miles; but on an air line it does not exceed twenty and a-half miles. My own observations, together with the results of the survey, of which the above is only an imperfect sketch, convinces me that the great highway to the western regions of Newfoundland is to be found by the valley of the Exploits, and that connection, by railway or other roads, is only really practicable or expedient by that route, whether the terminus may be at St. George's Bay, on the southern coast, or at both. With the exception of a portion of Mr. Lynch's section C, which is susceptible of con-

siderable modification and improvement, the whole line passes over, or very close to, available land capable of supporting a large population and containing many wide tracts of fine timber. It crosses, moreover, a considerable area which, there is every reason to believe, will prove to be of mineral value; and, by terminating at St. George's Bay, it leads to a place which might and ought to be the nucleus of a large settlement.

SURVEY OF THE PENINSULA OF AVALON.

In consequence of certain changes in connection with railway matters in the Dominion of Canada, Mr. Light was prevented from fulfilling his intention of revisiting Newfoundland in autumn, for the purpose of reorganizing the parties for the survey of the Peninsula of Avalon, and of personally inspecting the surveys accomplished in the interior. I therefore was requested by Mr. Fleming to assume the temporary superintendence of the survey operations, and to report progress. Accordingly, on my return from a special mission with which I was entrusted by the Government to Notre Dame Bay, I made arrangements for the return of the parties from the interior, and then reorganised for an autumnal campaign.

Mr. Lynch, with the C division, arrived at St. John's on the 21st of September; the men were paid off, and the reformation of a new party immediately commenced, many of the original members volunteering for another term of service. Some unavoidable delay occurred in renewing camp equipage generally, which had suffered much from the rough usage of the previous three months, and the work was not fairly commenced till the 29th of September. The same tents and other equipments were again used, and every device of economy was strictly applied. Previous to the last-mentioned date, I accompanied Mr. Lynch in casually examining the contour of the ground immediately in the vicinity of St. John's, in order to determine approximately the most favorable position for a terminus and the location of a line.

Mr. Lynch is of opinion that three distinct alignments are practicable at this terminus, in which grades of one in one hundred would not be exceeded. They are, first, to start at H. W. M., Riverhead, and follow the north branch of the River-

head Brook as far as practicable, with grades of one per one hundred; then, crossing over, to run around the point of land between the two branches of the same stream, thus gaining considerably in length, and, finally, running up the south branch and joining the line now surveyed at the height of land. Second, to start from a point on the north side of the river sufficiently elevated to enable the height of land on present line to be reached with moderate grades. Third, to start from H. W. M., near the Galway or Shea's wharf, running through a low neck into the valley of Quidividi, thence behind the city, and, finally, joining the surveyed line at or beyond the height of land.

The final selection from these three lines of route was left for further consideration; but, in order to avoid interference with the more valuable property on the north side of the harbor, Mr. Lynch ran the preliminary line on the south side, following the south branch of the Riverhead Brook to the height of land. The datum started from was H. W. M. at the Long Bridge at Riverhead, and the height of land was reached at the end of six and a half miles, with a reduced level of five hundred feet, showing this, the most direct route, to be only possible with grades ranging from 1.10 to 1.60 per one hundred, or from fifty-eight to eighty-four feet in the mile.

From this point to Manuel's Brook, station 750, an easy section with good grades was obtained, followed immediately by a grade of 1.20 per one hundred for one mile and a half; but this could be reduced by keeping further to the north.

At station 1138 a divide is crossed at an elevation of seven hundred and sixty-three feet, and shortly after, at station 1205, the water-shed of Conception and Witless Bays is crossed at a reduced level of seven hundred and twenty-five feet, a favorable section and good grades being obtained.

At station 1340 another summit is reached at an elevation of eight hundred and sixteen feet. From this point the country gradually assumes a more broken and rugged aspect as the Hawk Hills are approached and rounded, and the water-shed of the Holyrood streams reached at station 1740. These Hawk Hills are an isolated range about one thousand feet high, with

three peaks rising to about eleven hundred feet and extending about six miles in length. The country beyond this last point was found to be the most difficult in the district, but several routes appear to be available, the special merits of each of which can only be ascertained by actual survey of each.

The line actually run descends rapidly on the western slope of the Hawk Hills, chiefly on steep sideling ground, and with a grade of sixty feet to the mile—it being necessary in following this route to make a complete sweep at a certain point where a lateral range occurs—to gain the natural slope of the country. This grade of sixty feet to the mile is of about two miles extent, easier grades being adopted as soon as the slope of the Hawk Hill is left.

At station 1970 the Big Holyrood River is crossed at an elevation of three hundred and seventy feet, a descent of three hundred feet being made in about four and a-half miles, and the most difficult part of the line is passed.

Beyond this the chief obstacles to the survey were the numerous ponds, many of large size and of considerable depth. The profile, now in many cases heavy in this neighborhood, can no doubt be materially lightened by judicious location, though at a cost of its length. The Holyrood and Salmonier road is crossed near the eighth mile post at station 2220 and reduced level four hundred and ninety feet.

From this point to the place of junction with Mr. Ramsey's survey, at station 2666, the numerous ridges run at nearly right angles to the line, which, together with the many lakes, gives a heavy broken profile, though favorable for construction, the breaks being in all cases short. On the present alignment two short tunnels would be necessary, one of six hundred feet, the other two thousand feet in length; but the longer of these could be much reduced in length, or avoided altogether, by a detour to the north.

The rock of the country is either slate, granite or gneiss, and gravel can be abundantly procured from back of Holyrood to the termination of the line, at the junction of division A, with Mr. Ramsey.

There are tracts of good land throughout, except in the neighborhood and east of Cochrane's Pond, (where the country is burned) and adjacent to the high land on the Witless Bay line. The best quality of timber was observed to be through a tract, about ten miles long, westward from the west side of Cochrane's Pond, which is there interrupted by the barrens of the Hawk Hills, but improves again after passing that range, and is particularly good on the west side of the Salmonier Pond. On Manuel's brook fine intervals exist, composed of a rich dark soil, now covered with a luxuriant growth of weeds.

Mr. Lynch remarks, that "the numerous ponds offer no serious obstruction to the building of a railway, as they are so situated in the majority of cases as to admit either of draining wholly or partially at a very small expense. Moreover, the streams connecting them are usually of the smallest dimensions; and where lakes would be crossed by embankment, a culvert of small size at one side would suffice. No expensive structure would be required on this division, the largest stream to be bridged over being Manuel's brook, for which sixty feet would be ample; Big River and Collinet River being crossed high up their courses, smaller structures still would be necessary.

The junction with Mr. Ramsey's survey was effected on the 3rd of December; and during nearly the whole time, from the day of commencement (29th September) till that date, the party were exposed to most unfavorable weather for their operations. Heavy rains and gales of wind continued in rapid succession, till replaced by sleet and snow; fogs were constant and thick, and much interfered with the exploration. Fortunately severe frost set in during the latter half of November, closing the ponds and greatly assisting the work; and when the junction was effected with section A, there was from eighteen inches to two feet of snow upon the ground, travelling through which was exceedingly laborious.

Mr. Lynch concludes his report to me in the highest terms of approbation of the conduct of his two assistants, Messrs. Cadman and Mitchell, who, he says, with untiring zeal and unflinching persistence, used every effort for the speedy completion of the work under great climatic disadvantages. Of Mr.

Lovell, also, as topographer, Mr. Lynch speaks most favorably in every respect.

Section A, under the control of Thomas Ramsey, Esq., C. E., arrived at St. John's on October 2nd, as already stated in a previous part of this report. The party were quickly reorganised and ready to commence their labors about the 7th of the same month. Conformably with some suggestions made to me by Mr. Fleming, I directed Mr. Ramsey to explore the middle section of the Peninsula of Avalon, commencing a few miles inland from Chapel Arm, Trinity Bay, and thence to run northerly towards the LaManche mine, where some difficult country was anticipated. He was then directed to retrace his steps to the place of commencement, and to work southerly, rounding the conspicuous hill known as Spread Eagle Peak; and finally to shape his course towards the forks of the Rocky River, near which river, I anticipated, sections A and C would join. The party accordingly was despatched to Brigus and Bay Roberts, by road to Portugal Cove, and thence by the steamer *Lizzie* across Conception Bay. Carts having been procured at Bay Roberts, the party, with all the necessary equipments, were taken across to New Harbor in Trinity Bay, and thence to the telegraph station at Chapel Arm in boats; a canoe and a depot of provisions having been deposited in the meantime at Brigus, as contingent against requirements as the work approached completion. This programme was carried out in its entirety, excepting that, after crossing the Dildo River of Trinity Bay on his southern line, Mr. Ramsey found it expedient to make a somewhat easterly detour, and to move through the Hodgewater country, and to the northward of Ocean or Big Barren Pond. The parties A and C met, as has already been stated, on the 3rd of December, having thus completed the appointed sections very satisfactorily. The party arrived at St. John's on December 5th, and the remainder of the time, until the announcement of the arrival of the mail steamer *Caspian*—by which the engineers were to return to the Dominion—was so fully occupied in arranging with the men and making general settlements, that I had little opportunity of examining the details of the section, further than by cursorily glancing over the field notes and drawings. From what I could gather in conversation with Mr. Ramsey on the

subject, no serious obstacles were encountered anywhere, and a great part of the line, especially between the valley of the Dildo River and the Hodgewater, passes over a level country, in many parts heavily timbered, and generally of a fairly productive soil. There are extensive marshes between the Dildo River and the waters of Chapel Arm; but these might, in many parts, be utilized and portions effectually drained and made available as grazing grounds.

SECTION B.—About fifteen miles of the latter part of section C having been unavoidably left incomplete as it approached the Gander River—as has already been stated—and a connected survey was in all respects most desirable, I suggested that a store of provisions should be sent, by way of Fogo, to be forwarded up that stream to meet Mr. Austin, with a letter of instructions to that gentleman to cross to the eastern bank of that river after he had reached his terminating point, and to continue his line until he joined the place on the Partridgeberry Hills where Mr. Lynch was forced to retrograde. This was done accordingly, and the goods, together with my letter of instructions, were sent on by the steamer *Leopard* to J. Fitzgerald, Esq., J. P., of Fogo, on 20th September. Mr. Fitzgerald most promptly used every effort to accomplish the desired object by at once engaging men and boats to ascend the Gander, intrusting the letter of instructions to an Indian, who was to ascend the river after having stored the supplies, and, if possible, meet Mr. Austin's party before it reached the point indicated for its termination. This expedition failed in its object almost entirely from the inclemency of the weather, which prevented the possibility of the goods being taken to their destination in Gander Bay, thence to proceed up the river before the 27th of September. In the meantime another expedition was attempted to intercept Mr. Austin, by sending Mr. Costigan with a very trustworthy Indian, John Barrington, to go back upon Mr. Lynch's line, and beyond, until they struck the intersection of the Gander, at the same time sending on a store of supplies to Black River Telegraph Station, to be in readiness to meet the party as it emerged from the interior. This expedition was taken round to Placentia Bay by the surveying steamer *Gulnare*, and was safely landed at Black River on the 23rd of September, when Mr.

Costigan and his companion at once started on their errand. They succeeded in coming upon the party on the 2nd of October, but too late for the accomplishment of the object in view, as Mr. Austin was then in full retreat to the coast by way of Bay D'Espoir, his men being shoeless and almost destitute of clothing, with but a limited supply of provisions left. A telegram from Conn River, dated October 6th, announced the arrival of the party at Bay D'Espoir. The steamer *Cabot* was immediately engaged to proceed to Gaultois, where Mr. Austin was instructed to meet her and at once return to St. John's. The *Cabot* left on October 7th, but from stress of weather, or some other cause, she only arrived at Harbor Briton on the 14th of that month, where, however, she was met by the party, it having come round from Gaultois by a sailing vessel. On the 15th the *Cabot* arrived at St. John's and the party was landed. A reorganization was at once commenced. From the last-mentioned date until the 28th of October, Mr. Austin and his assistants were busily engaged in making up their field work, plans and sections, and in settling with the men for their first instalment of services. On that date the B division, being fully equipped and reorganized, were despatched by the steamer *Walrus* for Bay Bulls Arm, Trinity Bay, where the survey was to commence and where the party was landed on the 30th of October.

Mr. Austin's instructions were to take up Mr. Lynch's original starting point at the commencement of section C at Come-by-Chance, and thence to run into the isthmus of the peninsula of Avalon in the direction of Bourdeaux Head, keeping near to the Placentia Bay side, until nearing Great Southern Harbor, whence he would have to bear more inland, and find for himself a practicable line through the hills of La-Manche and Rantam. Once a passage was found through these hills, where, I anticipated, there would be considerable difficulty, Mr. Austin was directed to run his line to connect with the northern extreme of Mr. Ramsey's survey on section A. The party arrived at Heart's Content, Trinity Bay, on the 1st of December, having accomplished the survey most satisfactorily; proceeding on the following day to Harbor Grace, where meeting the steamer *Cabot* on the 4th, it was conveyed to St. John's on the same day. As Mr. Austin's time was almost

entirely occupied on the 5th and 7th in finally arranging with the Government and paying off his men, and it was necessary that he should be prepared to leave St. John's for Canada by the 8th, I had no opportunity of examining the details of his survey, or of getting more than a few particulars from himself; but I was both pleased and somewhat astonished to find that the country where I had all along anticipated the greatest difficulty would be encountered had been completely overcome, and a good section run without the necessity of constructing a tunnel at any part of the line. The maximum reduced level was four hundred and seventy-nine feet; and the place of junction with section A was, in measured distance, twenty-one and one-eighth miles from Come-by-Chance, and the reduced level three hundred and fifty-feet.

The mail steamer *Caspian* arrived at St. John's early on the morning of the 8th of December, and two out of the three parties, viz.: Messrs. Ramsay's and Austin's, with the assistants, took passage by her to Halifax, on their way to headquarters at Ottawa; while Mr. Lynch and his assistants, with Mr. Fleming's consent, remained here to finish their plans and sections, and report to me the various details of their explorations.

GENERAL REMARKS.

Thus terminated the preliminary survey for a railroad across the Island of Newfoundland, which has for ever set at rest all further questioning as to the practicability of such an undertaking. With the exception of the small hiatus of fifteen miles on the east side of the Gander, the whole island is connected from shore to shore by actual measurement and level; while the results of Mr. Howley's investigation in connection with former work of the Geological Survey have brought all the leading geographical features into one compact whole, which, in due time, will be accurately drawn out upon a map. An immense amount of most interesting topographical detail was also effected by the engineers, which, when reduced to scale, shall be entered on the map I am now preparing; upon the surface of which any one, so inclined, may with ease and confidence find all the physical characteristics delineated, and a means of acquiring a just estimate of the country's natural resources.

Questions have arisen from time to time, in St. John's and elsewhere, and occasionally found expression through the press, as to, first, the practicability of a railroad being constructed at all; and, secondly, if such is to be constructed, the advisability of following the line now surveyed, rather than a direct line by the southern shore, to terminate at Port-aux-Basques or Cape Ray; and thirdly, whether local lines of road from bay to bay were not preferable to any direct line of any kind whatever. As I have had more experience than most people, and have made a study of the geography of this island, and whereas it so happens that many or most of the critics who have expressed very confident opinions on the subject have seldom or never been three miles from the coast line, perhaps a few remarks from one who knows, or ought to know, the facts regarding such matters, may not be considered presumptuous or misplaced.

First of all, then, I desire to shew that the directions indicated for local lines of road are geographically objectionable; and, secondly, that the so-called direct line by the southern shores is a fallacy, both in point of construction and even of actual length, and for the following reasons:—

Every one who has passed along the coast of Newfoundland must have observed the bold, high and rugged nature of the cliffs which present themselves at all parts, but on the southern shores in particular. The exceptions to this character are only to be found on the main leading hydrographical features, such as particularly the Exploits, the Gander and the Humber Rivers, with their estuaries. These and other streams, with their valleys, conform with the general topographical character, as presented by the ranges of hills and the greater indentations of the eastern and western sea-coasts, and they flow over immense distances as they proceed from the general level of the great interior plains. The rivers on the southern shore, on the other hand, which take their origin on the same level as the Exploits fall within a very limited distance in a succession of foaming cataracts and turbulent torrents into the deeply-cut inlets of the sea, shewing that the rise on the land must be always abrupt and often inaccessible. Now, it requires but very slight engineering knowledge to perceive that, by keeping near the shores of the great bays, the line of road must,

in all cases, cross the ridges at right angles or diagonally, while to cross the streams and gorges the very *maximum* of bridge and viaduct construction must be required.

In like manner, the so-called direct line, parallel to the southern shore, would be found, if duly followed, to be a succession of precipitous rises and falls for nearly the whole distance, around which curves would be required so constantly as probably to nearly double the represented distance in an air line, while the innumerable streams to be crossed would involve as great an expense in structural work as would suffice to cover the cost of building the whole road along a valley or upon a height of land. On the other hand, by following the line of a valley or of a water-shed (in other words, keeping off from the coast as much as possible), the higher tracts are reached with easy grades, and the very *minimum* of construction is requisite.

Further, I have it in my power to shew, and will be glad of an opportunity of explaining, to any one curious in the geography of the country, that the only really practicable route to get to the southern seaboard *must be found by the valley of the Exploits*; and the terminus there, as I have already stated, will probably be neither at Port-aux-Basques nor Cape Ray, but at LaPoile. But there are other reasons for not ignoring St. George's Bay as one of the termini under any circumstances—one very important reason being that the harbor there is the most convenient and central of a mineral region. That coal exists in that region is certain, and that it may to some extent be made available, I see no manner of reason to doubt; that the geological character of the country over a vast area, extending to the northward of Bonne Bay, gives promise of the presence of metallic ores, seems well assured; that the Humber Valley contains marbles of nearly every shade of color—some of the saccharine variety vieing in purity with the far-famed statuary of Carrara—is well known; and, finally, that there is nothing less than one thousand square miles of country—including the Humber Valley—scattered over the region, in every respect worthy of being reclaimed, I re-assert with confidence, many opinions to the contrary notwithstanding.

Mr. Lynch's section C certainly passes through a desolate country, chiefly consisting of marshes and barrens for nearly the whole distance, until approaching the valley of the Gander, where it was intended it should join with Mr. Austin's section B. This will be found indicated, to some extent, in my "Report of Progress" for 1869-70. But were this section to be somewhat modified in its course after leaving the Clode Sound Hills—through which a good line has been established—and made to bear in a northerly direction and to cross the Terra Nova River at an inconsiderable distance above the Terra Nova Lake, and thence still north into the level country drained by the Gambo and the Gander Rivers, a nearly straight line on a parallel of latitude would thus be followed to St. George's Bay, with a moderate grade throughout, which would either pass through, or skirt close by, a series of fine, heavily-timbered and fertile tracts of country, until tapping the Upper Exploits above the Red Indian Lake.

Mr. Ramsey's section A goes through more or less of a rugged country between the Red Indian Lake and the head of St. George's Bay; but it is by far the shortest as well as easiest route across the long range of Laurentian Hills, and it terminates finally at an excellent harbor and at a place capable of being the nucleus of an extensive settlement. In Mr. Austin's section B, I have that gentleman's authority for stating that nearly the whole distance from Red Indian Lake to the Gander River is so densely wooded that his party rarely encountered an opening of a mile or even less in extent; and Mr. Costigan, who is an experienced woodman and lumberer, and who travelled over a great part of this central region, states that the pine trees, over extensive areas, are of good size and quality, while the spruce, although inferior in some respects to the continental spruce, is of the very best quality for shipbuilding purposes. Section B also crosses over, or passes directly north of, a country which, judging from its geological character, is likely to prove of importance as a mineral region.—*See my Report for 1871, pp. 15, 18; and also my Report for 1870, p. 33.*

As regards climate and the possibilities of agriculture being properly pursued, Newfoundland is not, by any means, so bad as has often been represented. True indeed it is that the eastern seaboard and this (St. John's) immediate part of

it, in particular, suffer much from the effects of the cold arctic currents which, ice-laden, pass along their shores; but even here in St. John's the drawbacks of a late spring are greatly compensated by the usually long continuance of fine weather in the fall, which allows barley and oats to ripen well as late as the middle or end of October; and if we may be allowed to judge from the experience of those who have spent much time in the interior (among whom I am one), the rigors of the coast are to a great extent modified there, and fogs are exceedingly rare.

Mr. McLeod, in his recent report of the timber lands, quotes statistics to shew that the climate of St. George's Bay ranks before that of Nova Scotia, the Province of Quebec or Manitoba, and is second only to that of Ontario, the finest part of the British North American Dominions.

Every one, now-a-days, appears ready to admit that the Bay of Notre Dame is destined to develop itself into a great mining region. Supposing, then, that there were some half a dozen such establishments as Tilt Cove and Bett's Cove in Notre Dame Bay, the mining population alone would amount to many thousands of souls, to say nothing of horses, cattle and the like. Now, I would ask, is it reasonable or desirable that all this vast accumulation of living beings should be dependent for their supplies, or the very means of existence, upon another country, while most of the essential necessaries might be grown at their own doors? There are, beyond all doubt, many places bordering on the great Bay of Notre Dame where oats and barley, turnips and potatoes can be cultivated as well as in any part of Nova Scotia, and grass crops can be raised as well, if not better, as in the most favored regions of the Dominion.

When those regions are more fully developed, connection with St. John's will become an absolute necessity, as may be recognized at this very moment, when communication by sea is utterly impossible. This is evidenced by the recent return of the steamer *Hercules*, in a disabled state, from an encounter with the ice near Cape Freels. She was laden with hay to supply the horses at Bett's Cove, and her failure in reaching her destination, in all probability, will involve the destruction of many noble and valuable animals.

I can hardly conceive a more bitter reflection upon the present helpless state of the country than this very instance of a great and important industry being almost paralysed for want of a material which might be raised in unlimited abundance at nearly all parts of the same bay. The extension of a local line of road from Norris's Arm, in Exploits Bay, to tap the railway line near the Gander River, would greatly alleviate, if not absolutely cure, all this; as it would not only give direct means of communication through the island, but would be a strong incentive to emigrants to settle upon and clear up the land.

Finally, were a railroad or indeed any road, once established as a connecting link between the capital and the western shores of the island, and means taken to encourage settlement legally and systematically, those regions which are now only a prey to fire and pillage, and the resort of lawless marauders and smugglers who owe no allegiance nor contribute any revenue to any nation or colony, and whose trade, whatever it may be, passes over to the Dominion of Canada or to the United States of America, would at once become in reality, and not merely in name, an integral part of the colony of Newfoundland, to which nature has evidently designed it should belong. The arguments which have so often and fatally been used against the possibility of anything good coming out of Newfoundland are no longer tenable. The island is no longer a *terra incognita*. It has been explored more or less throughout its entire length and breadth, and the summing up of all the evidence tends to shew, what I have long endeavored to prove, that its capabilities, in many respects, are of a very high order, and all that is required to put it on a footing with the other colonies is, first, roads, then legitimate—in contradistinction to illegitimate—settlement.

The diligence, courage and zeal displayed by the chiefs and assistant engineers in carrying out their instructions, and, finally, in completing a survey through a totally uninhabited wilderness of nearly three hundred and fifty miles on an air line, and that accomplished within about six months, cannot be too highly commended.

The plans and profiles drawn by the respective surveying engineers will be submitted to Mr. Fleming for approval, who,

as consulting engineer-in-chief, may perceive some modifications to be recommendable.

When these have been duly examined and approved, Mr. Fleming will, no doubt, be prepared to give an estimate of the probable cost of construction.

The general direction of the line may be followed upon the small-scale map which accompanies this report.

ALEXANDER MURRAY.

No. 13.

Preliminary Report of Mr. C. H. McLeod on Survey of Timber Lands.

ST. JOHN'S, NEWFOUNDLAND,
30th August, 1875. }

TO THE HONORABLE THE COLONIAL SECRETARY,—

SIR,—

Having now returned from the carrying out of the work mentioned in your letter of instructions to me, dated May 31, 1875, I beg to submit the following preliminary Report, in which I intend to review my instructions, to state in how far I was enabled to carry them out, and when I departed from them to explain why I did so, leaving for more detailed consideration in my regular Report the discussion of the capabilities of the country, and any suggestions I may have to offer for its improvement.

The S. S. *Hercules*, in which I was instructed to sail, left St. John's at noon, on Tuesday the First of June, reaching Harbor Briton on Wednesday evening, where I arranged to engage the services of two Indian-men who would be required as guides and Canoe-men. It is to be regretted that a misunderstanding, to which I have already referred, by letter to

you, prevented the forwarding of these men to me on the Humber River.

At Channel, our next port of call, I found that eight men had been engaged for me; these we took on board, and calling at Bay St. George to land Mr. Ramsey and his party, we reached the Humber Arm, Bay of Islands, on Saturday, June 5th. Here I engaged two additional men as boatmen and axe-men. My party was therefore now made up by the following,—two men from St. John's, to act as *assistants*, Maher and Haliday;—eight men from Channel (including one *cook*),—two men from Bay of Islands.

These, counting with them the two Indians whom I expected by the next Packet, would make up the required number of my party,—fourteen.

As to the efficiency of these men as “woodsmen,” I have already informed you by letter, as also how their number was soon reduced by nearly one-half.

I can only add that this disaster was the one result to be looked for in an attempt to exact of a fisherman the work of a woodsman.

The position of the proposed Base-line was determined from Mr. Murray's survey of the River; and it being desirable that the present survey should be connected with a fixed latitude and longitude, I took advantage of an Admiralty Survey Station in lat. $48^{\circ}, 57', 53''$, and long. $57^{\circ}, 55', 32''$, at a place known as “Brakes' Landing,” and began by running a Line from this to an intersection with the proposed Base-line, distant 28 miles. I then produced the Base-line backwards a short distance, and forwards about twenty-four miles, leaving some intermediate distances to be cut out afterwards and chained. The first ten miles of this line was over an extremely broken country, and a fixed straight line naturally brought us into some very rough places. This, combined with the trouble caused by the men to which I have already referred, delayed the work to an unthought of extent. I therefore did not run out the intermediate distances above referred to, but thought it better that I should depart from my instructions and leave Mr. John Maher in charge of five axe-men, to carry them out as compass lines.

His instructions were to remain at this work until the 30th July, and then return to St. John's. To this I have already referred in a letter to you, dated June 28th, '75—A reference to the plan of this district will shew the base-line now run out, which is in *blue*, while proposed lines are in *red*.

The time for my crossing the country had now arrived, and having paid off such men as were not longer required, and arranged for the payment of the men who were to remain, I set out for Hall's Bay on Tuesday, July 6th, with two men, taking all the party with me as far as Grand Pond, to help to "portage" our baggage and canoe from the Humber River, a distance of eight miles. Owing to the lowness of the water at this time, a delay occurred at the head of the Indian Brook, where we had to carry our canoe and traps about six miles the usual portage. It was therefore the 13th July, and not the 10th, as expected when we arrived at Hall's Bay, where I was glad to find a boat in waiting for us at the place agreed upon.

At Twillingate and Fogo I replaced, as well as was possible, any articles of Camp equipage which had to be left on the Humber. I here found it very difficult to get men for the short time I was to be engaged on the Gander. I required twelve, but only succeeded in engaging six men and a boy. The search for men brought us to Fogo, where we had to remain a day, when I availed myself of the chance visit to make a survey for the proposed boat's Canal at that place.

For the work on the Gander River, your instructions required me to run a meridional base line Southwards, in Long. $54^{\circ}, 29'$, "from a point in Latitude $49^{\circ}, 16'$ north (nearly)." Such a line would, after about six miles of it had been reached, run away from the river; while the best lands and timber, in so far as is now known, are upon the banks of the River and Lake.

I therefore thought it best to keep upon the river as much as possible, while still adhering to Mr. Murray's plan for the blocking out of the region. To accomplish this, lines of six mile lengths were run, alternately South and West, upon the sides of the blocks. This will be better understood by refer-

ence to the Map, where, as before, the existing lines are marked in *blue* and the proposed ones in *red*. The total length of line run out upon the Gander was five sides of six mile lengths (nearly), the first and last of which are not quite complete.

I had arranged for the boat to meet me on July 12th at the mouth of the river. I therefore quit work on the 11th, having been on the Gander just three weeks.

Since my return to St. John's I have been engaged in preparing plans of the Humber and Gander districts.

On the Humber, the existing base has passed through a large portion of the timber region, while on the Gander the reverse is the case.

I wish here to point out, that though desirable, it is not absolutely necessary that a district should be blocked out before the sale of timber Licenses on it, so long as there exists a reliable plan of the district in question. I hand in, herewith, plans of the Humber and Gander districts, taken from Mr. Murray's Survey, with such additions as have resulted from the present Survey.

Having these plans I would recommend that the Government advertise immediately for the sale of Timber berths on the Humber and Gander rivers.

I hope to hand in my regular Report for your approval before the close of October.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed) C. H. McLEOD.

No. 14.

Report of Mr. C. H. McLeod, C. E., on Blocking and Survey of Timber Lands on the Humber and Gander.

[COPY.]

MONTREAL, CANADA,
November 1st, 1875. }

TO THE HON. THE COLONIAL SECRETARY FOR NEWFOUNDLAND,—

SIR,—

In a preliminary Report to you, dated at St. John's in August last, I described the extent and location of the work done by me under your instructions during the months of June, July and August, of the past Summer. It now remains for me to report on the character of the Country visited, and to offer some suggestions for its general improvement, as required by you in your instructions written and implied.

I have, therefore, first to notice that portion of the Humber Arm extending six miles below the mouth of the Humber River. The water, up to within a short distance of the river proper, is very deep and the shores bold. The land on both sides of the arm is very "lumpy," the hills ranging from 500 to 1000 feet in height, and in places rising very abruptly but generally somewhat gradually. These hills are for the most part rocky; the valleys and low lands only are cultivatable. As a whole, the land here serves well for what it is now chiefly used—viz.: "fishermen's farms." The principal occupation of the inhabitants is in fishing and lumbering. The lumbermen as a rule are not permanent residents. The whole population of the Humber Arm, as taken from the Census Returns of last winter, is

The business conducted here will be shown by the following: In 1874 there was shipped 3,000,000 superficial feet of timber (nearly), and more than 1000 tons of "ton" timber; while the "Herring voyage" of 1874-'75 is given in Mr. Carter's report as 20,700 barrels (accounted for); but this could

hardly be less than 40,000; and I was creditably informed, while on the Humber, that it annually amounted to over 50,000 barrels. This represents in money, at average prices, of say \$34.00 per thousand for timber, \$15.00 per ton for ton timber, and \$2.20 per barrel for herring,—a total of \$227,000.

There is also a large annual salmon catch. The catch of herring last winter is said to have decreased very considerably, on account of the large quantities of saw-dust let into the river from the Mill of Messrs. Tupper & Goldie; and this is a matter which demands the immediate and serious attention of your Government.

The river Humber for a distance of three miles above its mouth is narrow and rapid, but it admits of boats being "lined" up at all open seasons of the year, and in Summer when the water is low with little or no difficulty. The land on each side here rises to a height of from 1000 to 1500 feet above the river; and in places it is almost perpendicular. Good samples of marble have been obtained here, but as yet no attempts have been made to work a quarry, although for some time back the right to do so has been in the hands of a Company of Newfoundland gentlemen. Beyond three miles from the mouth of the river the high lands begin to recede more, leaving on both sides of the stream a strip varying from a few hundred feet to a mile in width of good land capable of cultivation. The river becomes broad and deep, and until within a short distance of Deer Pond, where there is a small rapid, is "steady water." On a bend in the river, where this rapid occurs, a small patch of land has been cleared, and a farm—one of the two first in this district—commenced. From information gained by some of my party who visited the enterprising proprietor, I understand that he has now no difficulty in providing for the wants of a growing family from the products of his farm. The other farm of this district is situated above the Deer Pond, and also shows every sign of success. On Deer Pond the hills drop back still more, and the land between their base and the lake is generally very good, though in a few places rocky. Towards the middle and upper end of the lake it is without exception good land for farming purposes; and on the North West side of the upper half of the lake the barren hills are in the far distance. On the sides of the small stream, marked on the

map as "Sandy Brook," there is a strip of land of upwards of a mile in width of exceedingly good land. The soil is a dark brown loam, formed to a great extent from former stream deposits. I followed this stream up some distance in my canoe, and was surprised to find the soil on the banks of the stream of such a highly productive character. The Sandy Brook extends nearly across to the Grand Pond, a distance of nine miles; and I was informed that the soil on its banks is of the same character throughout its entire length.

Above the Deer Pond, for a distance of five miles—all that I saw of the Humber—the water is steady, and the land on both sides of the stream is good. This point is the beginning of a series of rapids which, with occasional interruptions of "steady water," is the character of the remainder of the Humber River. Mr. Murray, in his report of 1866, speaks of the country beyond the Grand Pond branch very highly. Back on the hills, beyond where the land is uniformly good, strips of very valuable land are of frequent occurrence, and in many places quite extensive hay marshes exist not far from the water, which would afford an excellent pasturage to cattle, and in some localities they might be depended upon to furnish a winter supply of fodder. This feature would, of itself, be a very great attraction to any intending settler.

From this brief description of the Humber River and Deer Pond, it is apparent that there is here the land both in quality and extent which only requires the hand of the farmer to convert it into an extensive Agricultural District; and I intend to show in what follows that the climate is at least equal to any part of Canada, and ahead of that of Manitoba which is now so rapidly being settled by old-world emigrants.

* Comparison between temperatures observed in Newfoundland and in Canada during the year 1874:—

TABLE I.

MEAN TEMPERATURE FOR THE YEAR AND FOR EACH MONTH.

STATION.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Year.
BAY ST. GEORGE .	25.4	16.4	27.7	29.5	42.1	51.7	67.0	70.9	64.0	58.5	41.4	31.7	43.8
TORONTO ...	24.8	22.8	28.7	34.2	52.5	62.5	67.9	67.1	63.3	47.5	34.6	25.7	44.3
WINNIPEG...	6.5	0.6	8.6	27.6	53.9	63.8	67.4	65.1	56.6	39.0	14.0	3.3	30.8
WINDSOR, N. S. ...	27.3	19.8	31.3	32.2	50.6	53.0	65.7	63.9	58.2	49.1	36.7	24.8	42.7

TABLE II.

GREATEST COLD IN EACH MONTH IN 1874.

STATION.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
BAY ST. GEORGE .	3.0	15.0	11.0	1.0	29.0	32.0	50.0	54.0	43.0	40.0	30.0	10.0
WINNIPEG...	43.5	30.2	24.3	5.6	28.6	39.5	42.5	43.2	27.8	13.2	32.8	37.7
TORONTO ...	4.0	0.4	5.5	9.5	25.3	44.2	44.4	48.0	39.5	24.8	3.5	7.5
WINDSOR, N. S. ...	15.0	13.0	11.0	4.5	27.0	36.0	44.0	42.0	36.0	24.0	13.0	0.4

REMARKS ON THE ABOVE TABLES.

I have chosen Bay St. George as the point most similarly situated to the Humber and the Gander Districts of the Stations in

* Taken from the yearly report of G. T. KINGSTON, Esq., M. A., Superintendent of the Canada Meteorological Service.

Newfoundland where the temperatures were observed in 1874. Toronto, Winnipeg and Windsor are chosen as the most central stations in the best Agricultural Districts of Ontario, Manitoba and Nova Scotia respectively. From "Table I," it will be seen that the average temperature for the year of Bay St. George and Toronto are almost equal, and the highest of the four compared, that of the Manitoba station being thirteen degrees below Newfoundland. From "Table II," it will be seen that the number of months in which the Thermometer did not reach the freezing point was, in Newfoundland four, in Toronto four, in Nova Scotia four, and in Manitoba three. This fact goes to prove that the danger of vegetation being injured by frost is less in Newfoundland than in Manitoba, and no greater than in any part of Canada.

Still further carrying out the comparison of climate, I give below a table showing the number of days on which rain fell in each month, when there was no snow in that month at any of the stations.

TABLE III.

STATION.	May.	June.	July.	August.	September.	Total days of rain for the four mo's.
BAY ST. GEORGE	9	6	8	9	2	34
WINNIPEG	11	7	17	9	8	52
TORONTO	8	13	11	4	11	47
* TRURO, N. S.	15	16	13	12	12	68

Table III shows that at least in the year 1874; and it is but just to infer in every other year that the per centage of wet weather during the Summer months is less in Newfoundland than any of the other stations, and therefore less than in the best districts of Canada. There is another fact in this

* Truro is here taken as the nearest station to Windsor. This information for the latter not being accessible to me.

connection which is worthy of notice, it is that during the month of October there was no snow at the Newfoundland station, while there was snow at Winnipeg and Toronto, though at the latter the fall was very slight. In justice to the other stations, it is but right that I should add that although the number of days on which rain fell was less at Bay St. George than at any of the Canada Stations, that the rain-fall itself was greater. This excess, however, took place altogether in the month of May, and in that month the rain-fall recorded 8.39 ins., is quite exceptional and nearly double that recorded for any other place of observation in Newfoundland. For the other four months the rain-fall stands in the following proportion:—Bay St. George 12; Winnipeg 10; Toronto 7, and Truro 13.4.

And now, knowing that no one doubts the fitness of Canada for Agriculture, I may venture to express the hope that the question of climatic difficulties in the way of Newfoundland becoming an agricultural country is for ever set at rest.

I have now to enter into the question of the *timber* of the Humber River district, which was the immediate though not the ulterior object of the Survey.

The first appearance [of valuable timber which was met with was on the left bank of the river, between "Brake's Landing" and the ninth mile of the "base line;" but this I regret to say consisted almost entirely of stumps and tops and hewn "ton" timber; the latter by this time has passed into the market.

Between the 10th and the 14th mile the base passes through a country well wooded from the edge of the river to near the summits of the mountains with pine, the greater part of which was standing last Summer, but was being rapidly cut down by a crew of one of Messrs. Tupper & Goldie's contractors.

There is also some fine yellow birch within these limits, together with much white birch and spruce of value as timber. On the base line itself, between the 14 and 22 mile, the timber is worthless; but the line here is back on the hills at an average distance of about two miles from the water. While along

the base of the hills, and down to the water's edge, good pine groves are frequent; but in some places, and especially near the shore, are well "*culled*."

From the 22nd mile until the base-line strikes the water its course is through alternated belts of fir and *young* pine, with a good scattering of white and yellow birch;—young pine, because all the large trees are no longer standing, but are either taken away or are now on the ground in the shape of ton timber and waste. In this locality extensive lumbering operations have been in progress for some years, more extensive than in any other place visited by me. From the 25 mile to the 30th, where a shore Survey was made, the pine is pretty well cut within half a mile of the shore; but back of this there still exists a large body of pine.

Having now in this description reached the end of my base-line, I will return to opposite the 11th mile of the base, on the south-east side of the river, and of from this to the Sandy Brook on Deer Pond. I may say, generally, that for an average distance back of one mile, it may to the extent of one eighth its whole area be described as pine timber land,—that is to say, that in this strip of ten miles long, there is slightly over one square mile where a lumber-man would care to operate. From the Sandy Brook up to the Grand Pond branch-brook appears from the lake to be, up to near the tops of the hills, with a few exceptional places, well-timbered with pine; and there is probably in this distance eight square miles of well-timbered land. On the right bank of the river and lake above the 30 mile, for what of it I saw appeared moderately well timbered; but one can hardly form any estimate of the extent of pine timbered land here unless he were thoroughly to explore it on foot; since the country is very flat and the character of the wood cannot therefore be easily seen from the water.

To give a rough estimate of the extent of pine-timbered land, from the mouth of the Humber to the Grand Pond Brook, I should say that, in all, there is less than twenty square miles which would on the average yield five trees, of from 1,000 to 2,500 superficial feet each, to the acre. This would give 3,200 trees to the square mile, which, at an average board measure

of say 1,500 feet, gives, per square mile, 4,800,000 superficial feet. This multiplied by 20, gives 96,000,000 feet, as the quantity of standing pine yet on the Humber. There may not be half this, and there possibly is much more. To pretend to give an accurate estimate, no matter how true the data upon which it may be based, for any one limited area, would be quite absurd, so wide are the limits of quantity as well as quality. And when the question of quality arises, I may say that then our only available information is from those by whom it is wrought, and from its relative standing in the market. The verdict of the former I need not record: that of the latter seems to say that the timber of this district is rather above the ordinary market *run*. I cannot end this discussion of the timber of the Humber without expressing my entire disapprobation of the system of "ton timbering," as carried on here. Not one-fourth of the timber cut down is removed, that is *three-fourths*, more or less, of the timber felled, is allowed to rot on the ground, which if taken to the Mill would yield excellent "sawn stuff." Further, only the very best trees are available for ton timber, so that the districts over which these operations extend is, although not at all *thoroughly* cut, rendered uninviting to the Mill-men, or as they are called, "Loggers."

In my preliminary report I have recommended the sale of timber-berths beyond the reach of the present base-line, from a reference to Mr. Murray's Survey. This is, of course, a temporary expedient, and only resorted to in view of the urgency of the case, although it is the usual practice, in one at least of the Provinces of Canada, to cause the Licensee to bear the expense of a Survey for his particular "berth." Such Survey being only valid when made by a "*Provincial Land Surveyor*," and returns of said Survey being deposited at the Crown Land Office.

In Newfoundland, however, I should recommend, for special reasons, that where a berth is sold beyond the limits of the Survey, that the Licensee be made responsible for the correct location of his berth, from data furnished him from a reference to the plans now in your hands. There cannot be any difficulty whatever about this. Take, as an example, block 11, in the Gander district, one which is beyond the reach of the Survey. The North-west corner of this block

will be found, by measuring, feet along the line of high-water mark, on the left bank of the Gander River, Southwards from the mouth of the brook marked as Salmon brook on the *plan* furnished, and thence feet in a line true West. Having stated the compass variation, which will be found on the plan, the remainder of the description is straightforward enough. And any block whatsoever can be similarly defined without the slightest trouble. Where a transit line exists within reasonable distance, say six miles, that should of course be made the point of reference. Such a case as that considered will hardly arise on the Humber, as there the base-line is adjacent to the greater part of the well-timbered land.

The plan, as proposed by Mr. Murray, of a land survey for colonization purposes of this district, is, as you are already aware, to run a base-line parallel to the general trend of the valley, and upon each side of this base to lay out townships containing thirty-six square miles. And, further, to sub-divide each township into sections of one square mile each. How these sections are afterwards divided is of minor importance, so that it be symmetrical.

Except the base-line the Survey is of course not to extend to other than ground available for agricultural purposes, or as timber berths; and if the latter only, the township bounds are all that is required. The importance of such a scheme as this, to a new country, can only be fully appreciated by one who has had occasion to notice the endless "muddle" in which land lines are in some of the older parts of Quebec, Nova Scotia, and New Brunswick.

The base-line for this district is now run out up to a point in the vicinity of Coal-brook, from the Corner-brook, in all a distance of about twenty-three miles, and in direction North $47^{\circ} 44'$ East, *true* bearing. This is marked on the plan in *blue*; the *red* showing projected lines.

For the more definite location of timber beyond where the present line exists, as also the extension of the general scheme, it is desirable that the present base be produced as far as timber in any abundance is known to exist. Further, I consider it desirable that portions of this district should be

immediately made available for colonization; and I wish to recommend that the Sandy-brook valley and the vicinity of Coal-brook be first blocked out. All that for the present is required of this work, together with the producing of the base-line, could easily be accomplished in one season, besides the marking out of lines for local roads. And now that the question of Roads has introduced itself, it may be well to consider how, when the water, at present the only means of water-communication, is closed, this district is to be put within reach of the outside world.

At present the Humber Arm, in common with all ports on the West Coast, is closed for nearly half the year, during which time it is entirely isolated, none attempt to go there and none leave it.

A road is certainly wanted on this Western Shore, one which would connect the various settlements with a winter port, and take the form of a main trunk road generally parallel to the line of the coast. It should be made to pass through the best land, that it might thereby serve the double purpose of opening up the country and of offering much greater facilities towards the carrying on of business in the already established settlements. Such a road as this, if it were judiciously located so as to intersect the best tracts of land in its course, would be a very great attraction to emigrants to settle; and being settled, it could much the more easily be kept in repair.

It is true, that as a rule, it is not usual to prepare roads in advance of settlement, but this is at once in advance of and behind settlement. Behind, as regards its primary object, to connect existing settlements; in advance, as concerns its secondary though by no means its less important object. Custom and immediate benefit to the State sanctions a "Grant" on the first grounds. A promising investment on the second adds to the desirability of making such.

And now comes the question, where are we to look to as the connecting point with existing roads, west from and outside the Peninsula of Avalon? I have been informed the only bit of road is something not much better than a bridle-path from Channel, passing through Codroy to the Highlands, a distance

of about fifty miles. Mr. Murray, in his Report for 1873-74, has fully treated the subject of a road between Codroy and Bay St. George; and the line proposed by him, the advantages of which he points out very clearly, is marked in *red* on the accompanying map of his survey of the Bay St. George and Port-a-Port districts. The choice is between this proposed line and a road taking advantage of the partly finished road over the Cape Anguille mountains to connect the Highlands with Bay St. George. The length of Mr. Murray's proposed line would be about sixty-five miles. This finished, it would then remain to connect Bay St. George and the Bay of Islands, and this would most readily be done by a line following as nearly as possible the Indian winter-route between those places. This route I have shown by a *blue* line, its length would be somewhat less than fifty miles. An *air line*, between the points, measures forty-four miles. For the first twenty miles of its length, this road would pass through a good agricultural country, and the remainder for over a barren and rocky country, through which, however, I am not led to anticipate any difficulties in the way of constructing a common road. The total length, then, of a road which would be required to connect the Humber with the nearest winter port, is one hundred and fifteen, or eighty-five miles (according to whether Codroy or the Highlands be assumed as the connecting point), besides the much required improvement in existing lines of road. In the absence of sufficient data an estimate of the cost of constructing such a line of road is, of course, out of the question. I would say, however, that I do not imagine that the cost of constructing the shorter line will be found to fall far short of that which would be required to build the longer one. This is, of course, due to the much rougher country the former would be required to traverse.

On the Humber I have marked also in blue what would still further be necessary to connect the projected townships on Deer Pond with this road. A ferry would occur near the mouth of the Humber, after which the route would be up the Wild Cove Brook, where, between the mountains, a very easy and level line of road is obtainable to the upper level country on the banks of the Humber and Deer Pond. This and the bit marked westward from the Corner Brook are of a more

local character; and I do not conceive they call for Government aid, beyond perhaps the mere marking out of the line.

Of the tract of country through which I passed, in crossing from the Humber to Hall's Bay, I will not attempt any description, for the reason that my visit to it was a very cursory one; and besides that, Mr. Murray has already furnished you with a much more minute account of it than it would be possible for me to give. For this, then, I beg to refer you to his Report for the year 1865. I have only to mention that I found some Lumber-men at work, just below the Sandy Pond, where they have been since last winter. *They report* the Pine Lumber in this district to be abundant but small,—that is, it will not square more than from a foot to eighteen inches. Also, that since Mr. Murray's survey, what of land and wood that was then not burned on the Indian Brook, has since been; so that now, from the head of the Birchey Ponds to within a few miles of Hall's Bay, on both sides of the stream as far as the eye can reach, not a green speck of any kind is visible; the very soil itself—if there ever was any—seems to have been burnt away.

On the north side of Hall's Bay, near its mouth, a fire had, on June 13th, just started, and promised to wipe out everything of value remaining above ground in the vicinity. The origin of this was that a man had lit a fire to boil his kettle, and when leaving had neglected to stamp it out.

Near the mouth of the Indian Brook there are some limited operations in lumber going on, and a small Steam Saw-mill stands on an Island in Hall's Bay near by.

THE GANDER RIVER DISTRICT.

The first thing here was a fire, and my first work was to try and put it out. Fortunately its proportions were still small, and a slight rain having occurred my party succeeded in completing what the rain had left undone; otherwise, this might have become the cause of serious damage to the surrounding country.

There are a few fishermen settlers on the Gander Bay, and the furthest inland is the Summer-house of a Salmon-catcher, about a mile from the river's mouth. This man sets

his nets completely across the stream, where he keeps them during the whole time the Salmon are going up the rivers, that is from early in July until the middle of August. That this should be allowed is most disgraceful; and I am informed that other rivers on the North Shore are barred in the same way. A respectable *permanent resident* ought certainly to be appointed as Inspector for each and every river where Salmon are caught. A very small sum annually would serve for this purpose; and the future advantages to be derived from such a precaution now, must be apparent to any one who gives the matter a moment's thought. The office of visiting Inspector in this connection is quite a useless one; for, as soon as his back is turned, the same *game* is resorted to and continued until his next visit is on the "wind."

The Geographical situation and extent of the river and lake has recently been ably discussed at the hands of Mr. Murray. It is therefore unnecessary for me again to refer to it. The character of the soil, in the portion of the district to which my survey extended, has been very carefully marked on the map accompanying my preliminary report, and it would be superfluous to repeat it here. In general, I need only say that the soil in the vicinity of the river is good; and in a large measure quite suitable for agricultural purposes from the mouth of the river to within four miles of the Great Lake. Here the river widens considerably, and on the left bank for miles back; and onwards, to beyond Careless Cove, there is one of the finest tracts of land conceivable in a wooded country. The soil is chiefly of a dark rich loam, and it is thickly covered with a second growth of young birch. I hope soon to be able to send you the result of an analysis of a sample of the soil from this place. The country on the right bank opposite this is more broken though: in any other place, apart from so unfavourable a contrast, it would be quite inviting to the farmer emigrant. The great disadvantage here, as on the Humber, is that the best land is too far inland to be immediately attractive as a place of settlement.

I should add, that from a bird's-eye view that I obtained of the country in the vicinity of the townships marked 5 and 6, that the land is without wood to a great extent, and appears to be of the character known as wet marsh. This may or

may not be suitable for grazing purposes; it frequently is too much of the character of a "bog" for such.

On the plan I have marked out in *red* the tracts of land which I consider should first be opened up for settlement. This would provide homesteads, varying from one to two hundred acres in area, to about one hundred families; and this is probably not one-tenth of the really fine land in the whole district bordering on the River and Lake.

The lines actually run out on the ground are marked in *blue* on the Map, while the red shows projected lines. The immediate object of the Survey being the location of timber limits, it is much to be regretted that time did not admit the extension of the work into the best timber lands of the district. This fact at once raises the question, "why was not the Survey carried on where the best timber lands were known to be?" Knowing this, I considered very carefully the advisability of further departing from your instructions; but from what follows, and from other valid causes, I determined that my time could most advantageously be spent in the work as it was carried out.

Your instructions very properly advised me to take a point in lat. $49^{\circ}, 16'$, and long. $54^{\circ}, 29'$, as the commencement of my survey; this being the nearest situation whose position had been, previously, minutely determined. The survey is now, therefore, definitely connected with the Admiralty Survey of the Coast, as it is desirable it should be, and not an isolated patch, unconnected with any fixed point, which would have been the case had the work been commenced in the interior.

Concerning the timber-yielding character of this district, the Map is supplied with abundant information. These notes are from my own observation along the banks of the river and the western portion of the lake. For the lands bordering on the central and eastern parts of the lake, they are taken from Mr. Murray's Map. I do not consider that it would, from my limited acquaintance with the district, be wise on my part to enter into any calculations as to the quantity of timber in the district. Mr. Murray has preceded me in this, and since his acquaintance with the district has been more extensive than

mine ; he is, therefore, more competent to arrive at a correct estimate than I. I can only say, that my observations, so far as they extended, bear out Mr. Murray's statements ; and I make here of course the same allowance for error that I referred to when considering the same question on the Humber.

On the question of timber, I have in addition only to say what already must be known to you, namely, that none has been removed, and that the district was visited for the first time by prospecting lumber-men this season.

The river Gander is passable to boats of ordinary draft, except during a few weeks in the dry summer season, when only very light drafts can be floated up. A few hundred dollars, advantageously spent, in collecting the water into one channel, removing sand bars, rocks, &c., would render it navigable as far as the Great Lake, at all open seasons, to boats and barges of say four feet draft. Although the question of navigation to greater drafts is probably very far in the future, I may say it does not offer any engineering difficulties to the establishment of a system of Lockage.

During the winter months, the river, except in a few rapid places, is frozen over, and continuous travel by sledge along its shores is quite practicable. Thus, it will be seen, that nature has provided a highway between this fine district and the ocean for all seasons of the year, except perhaps for a few weeks at the opening and closing of navigation.

The most immediately practicable road connection between the ocean and this district seems to be between the head of Freshwater Bay and the Eastern extremity of the Lake, a distance of only ten miles. This is between open water and open water ; for, as you already know, the Great Lake never freezes over.

Having completed my remarks upon the two districts which I visited, I will describe as briefly as possible how the lines marked out by me were run.

The instrument used was a five-inch Transit Theodolite, by Elliot ; and with it the true directions of the lines were determined from Solar azimuths and elongations of Polaris. The

two methods giving a check on each other. The lines were chained with an iron 100 feet chain, the accuracy of which was insured by occasional reference to a portable fourteen feet standard rod. At every mile of line a post was erected and securely driven into the ground, with its distance marked thereon. In the Humber district, where the rough nature of the country made it possible, transit points were set only on the hill-tops, with Compass-lines making the connection between.—In the Gander district all the Lines are transit lines.

Specimens of the rocks and soil of the districts traversed were, as far as practicable, collected, and have been handed over to Mr. Murray.

Your regulations with regard to the sale of Timber "berths" and the collection of per centage dues on timber, will naturally be framed from a reference to similar existing laws in the Provinces of Canada; and in this connection I beg to remind you that it would be well, in places where it is not yet possible to grant Licenses, to impose a stumpage due on such timber as may be cut in those places; and that, in fixing such stumpage or per cent value, due reference be made to the fact that no monies are paid for the privilege to cut this timber.

I beg to direct your attention to Sections 50 to 64 (both inclusive) of the Dominion Lands' Act, a copy of which I send herewith. I have taken the liberty to underline portions which I would like you to notice specially.

The ultimatum of this scheme, upon the adoption of which there is every reason to congratulate the Government, is, as I have already mentioned, the blocking out of all the available agricultural lands in the Island; and very closely connected with this idea is that of encouragement to emigration. The connecting link between the two thoughts is that having lands to farm, farmers are wanted. Close upon which follows the question of how these are to be had? The only practicable answer is, by encouraging emigration. It is true that there are some amongst the labouring class of the present population of Newfoundland who would do well as farmers; but the per centage who would be found ready to exchange the life of a fisherman for that of a farmer, would, I think, be very small;

as indeed would that of those likely to earn a living from the soil. It is therefore apparent that if the internal resources of Newfoundland are ever to be developed, it must be largely by imported labor. And I say it with all respect, if the present citizens of the Colony ever expect their country to be looked upon favorably from without, it must be by developing these extensive resources.

For the past few years the competition between the several States and Provinces of the New World for the surplus population of the Old, has been very keen; the United States, of course, securing the lion's share, whilst Canada and the Australian Colonies fought for the second place. The latter having neither the advantage as to special and immediate inducements, in that it offers free grants of land to adults and a free passage to all intending settlers.

Canada is nearer and more similiarly situated to Newfoundland. I will therefore, in the main, confine my remarks on emigration to giving a synopsis of its policy in this direction.

Until this year, the several Provinces of the Dominion had independent agencies in London, in other cities of the United Kingdom, and in several of the Continental cities. Now a sub-agent only is appointed by each Province, under whom are certain special agents, and all are under the control of and report directly to the Agent-General for Canada. Last year there were Dominion Agencies in the following cities:—London, Liverpool, Belfast, Glasgow, Paris, Antwerp; and besides these, there were ten special European Agencies and one travelling agent. There are also numerous Provincial Agencies. It is the duty of an agent to canvass, lecture, advertise, and in brief use every legal means in his power to secure emigrants for the country which he represents.

The mail officer on board every passenger ship is also an emigrant agent. Every device, in the way of advertising, is resorted to, and there are no less than nine distinct pamphlets issued by the Department of Agriculture, descriptive of the North-west Territory alone. It will thus be seen that no pains is spared to make the country known.

In consequence of a special contract between the Government and the different steam-ship lines, the terms of which are not made public, passenger warrants are issued to families of farm laborers, and to female domestic servants, whereby they can obtain passage to Canada at the following rates (sterling money):—Adults, £2 5s.; children under eight years of age, £1 2s. 6d.; and infants, 7s. 6d. In addition to this, a further sum is given in deduction from passage-money of £1 4s. 8d., as an Ontario refund-bonus to settlers within its limits; and for Ontario the Agricultural Labourers' Society in many cases supply the remaining pound. In this way the country obtains a considerable number of emigrants, who were without means of their own, but a class of which it is most in need.

Ontario gives free grants of two hundred acres to heads of families, and one hundred additional to every member of the family over eighteen years of age.

The Dominion Government gives, in its great North-west Territory, free grants of 160 acres to any person over twenty-one years of age. In addition to this, unappropriated lands may be purchased at the rate of \$1.00 per acre; but not more than 640 acres, on one square mile, can be bought by the same person. In all cases, of course, reservation being made of mineral lands by the Government.

In 1873 the Dominion and Provincial expenditure for emigrants was \$511,252. The number of emigrants reported to have settled in Canada was 50,000, and the total cost, *per capita*, was therefore \$10.20.

In addition to this, the following remarks may be of value: 1st: in Manitoba and the North-west Territory, the Dominion Government grants, sometimes, a town site in addition to the free lands of any township, the proceeds of the sale of which goes to opening up roads; 2nd: no direct assistance is provided by the Dominion Government in the way of opening up roads in lands offered for settlement; but the Provincial Governments sometimes do give such assistance; 3rd: emigrants sometimes settle in advance of roads being made, taking advantage of the rivers and lakes.

In addition, also, I would suggest the building of a limited number of houses, to be paid for in annual instalments by the tenants.

As a model, I have thus laid bare to you the scheme adopted by the Canadian Government for the encouragement of emigration ; and I would most respectfully urge upon your Government the necessity of immediate action in this, in a similar direction.

And allow me to remark that half measures will not do in this matter. Newfoundland has no fair name as a back ground from which to work. She must, if she would attract emigrants, offer some special inducement, some marked advantage over the attractions being held out all around her. This, besides showing that her country is as good and climate as fair as any in the market, she must do ; and then she may hope to be sought after.

Many of the suggestions embodied in this Report are necessarily some distance in the future, perhaps further than I would like to believe ; but all I hope are quite practicable and indicate with sufficient clearness the direction to which every step, towards the improvement of the district under discussion, should tend. They treat of questions of vital importance to the Colony, and should be dealt with as such.

My thanks are due to Alexander Murray, Esq., F. G. S., for much information received in various forms.

All is most respectfully submitted.

I have the honor to be,

Sir,

Your most obedient Servant,

(Signed) C. H. McLEOD.

No. 15.**Survey by Staff-Commander F. Maxwell, from Holton Island to Nain.****FORWARDING, TRACING AND DIRECTIONS,—HOLTON TO NAIN.**

H. M. SURVEY OF NEWFOUNDLAND,
Charlottetown, P. E. I., 15th February, 1876. }

SIR,—

I have the honour to forward, by this Mail, a tracing of a plan projected to shew the tracks from Holton Island to Nain, and a written description of the principal Islands, with directions to follow those tracks.

2. The short time available for the prosecution of this work, and the unusual prevalence of ice and fog on the coast, prevented a detailed Survey being made of any portion; and therefore the result must be looked at simply as an approximation; but the number of astronomical positions and angles obtained at the trigonometrical stations, make the plan generally trustworthy, within the limits of the small scale on which it was possible to project the sketches.

3. The comparative want of importance to navigators generally of that portion of Her Majesty's dominions, renders it doubtful if the Hydrographer will permit the publication of that plan on the scale transmitted; and I would therefore respectfully suggest that if a small sum, say, twenty-five pounds Sterling, were contributed by Newfoundland, the Hydrographer would be enabled to lithograph the plan and furnish 50 copies for the use of the Colony in time for the ensuing Summer's fishery.

4. I have written by this Mail to the Hydrographer informing him of this proposal.

5. I have requested permission also to complete that portion of the outer coast between Dead Islands and Batteau,

when the whole of the outer coast will be mapped sufficiently well for any purpose.

6. I would respectfully request your Excellency to allow the Chamber of Commerce the benefit of the tracing and directions.

I have the honour to be,

Sir,

Your most obedient Servant,

(Signed) WM. F. MAXWELL,
Staff-Commander and Surveyor.

LABRADOR.

HOLTON ISLAND TO NAIN.

Variation, 43° 00' to 45° 39' W. All bearings are Magnetic.

From Holton Harbor the coast runs North West to Little Holton, a shallow anchorage, separated by a narrow neck of land from Allink Bight. From this to the point of Byron Bay, West of Tinker Island, the coast is fringed with rocks, and should not be approached within two miles, until further examined.

Tinker Island, 201 feet, is a conspicuous rugged cliffy Island, N. $\frac{3}{4}$ W., 6 miles from Holton Island. West from this numerous islets and rocks almost reach the shore.

Quaker Hat, 125 feet, so called from the shape, is situated E. $\frac{3}{4}$ S., 4 miles from Tinker Island, and N. by E. $\frac{3}{4}$ E., 7 miles from Holton Island.

Quaker Reef, 20 feet high, is between these Islands, distant $2\frac{1}{4}$ miles from Tinker Island. The channels on either side of this reef are clear, but that West of it is the one generally used.

Ship-harbor head, about 500 feet high, is a conspicuous cone in Byron Bay, sheltering Ship Harbor, N. W. $\frac{3}{4}$ N., 13 miles from Tinker Island. False Cape is the extreme of a saddle-shaped hill, 900 feet high, that with Cape Harrison forms a deep bay. Off False Cape is a low islet, steep to on the sea-board.

Bear Island, about 150 feet, lying 2 miles South of Cape Harrison, is reddish in colour and steep to on the East side.

Cape Harrison is the bluff-extreme of high land with two summits close together; the highest 1065 feet. Steep reddish cliffs fringe the promontory, and it is conspicuous from all directions, fully meriting the Esquimaux name, Uivatuk, or the Cape.

Between Capes Harrison and Strawberry is a deep bay, nearly semi-circular in shape, containing the Adlavik Islands, and flanked by conical hills ranging from 1500 to 2400 feet, that show conspicuously; also from the course between Tinker Island and Cape Harrison.

The track pursued by vessels is close to the main land points of this bay, and is free from danger.

Jigger Island (West of which is Jigger Tickle), is a low green Island about 200 feet high, wedge shaped, $3\frac{1}{2}$ miles from Webec Island. West 2 miles from it is a promontory surmounted by a prominent conical green hill, about 500 feet high, that slopes gradually to a point faced by whitish cliffs, with a deep fissure in them, forming the East side of a deep bay.

Double Islands, about 450 feet high, are joined by a low neck, and are situated 10 miles from the North point of Webeck Island. They terminate to the Eastward in a low rocky point, and are steep to on the North side.

An islet, about 60 feet high, lies East $\frac{3}{4}$ mile from the North extreme of Double Islands, and may be passed a convenient distance on either side.

An Island, long and narrow, with a mound about 100 feet high at the North end, is situated N. W. by W., $3\frac{1}{2}$ miles from Double Islands.

From Tikkerasuk to Hopedale the Islands and rocks are almost innumerable; and so many are alike that it would be impossible to identify them from description. In the directions those bordering on the track will be described.

Canairiktok, a deep bay, runs in N. W. from Tikkerasuk 25 miles.

Kyaksuatalik, an Island with a sharp peak, is situated on the East side of this bay, at the East extreme of which are long points, each surmounted with a conical hill, on the Northern and Southern of which cairns have been built. These cones range from 300 to 400 feet in height. From the Eastern of these to Hopedale is a straight run.

Nanuaktok (White-bear Island) is the Eastern of the group between Ukalluktok and Hopedale. It is situated N. $\frac{1}{4}$ W. $17\frac{3}{4}$ miles from Cape Mokka, is about 50 feet high, flat and fringed by low rocks.

Nauyaksigailuk (the Gull), surmounted by a flag-staff for recognition by the Mission Ship, is 210 feet high, is faced by cliffs, and is the North-eastern of this group. Two low islets lie East of it, $3\frac{1}{2}$ miles, with sunken rocks East and West from them. Rocks lie off Gull Island, North-west 5 cables.

Uyarazuksulik (two Stones), is so called from two remarkable blocks of stone on the South side, is separated from Gull Island by a channel 9 cables wide, in which is a rock that breaks. Off the South-east of this Island rocks extend 9 cables.

Two Low Islets are separated by a channel 8 cables wide from the North side of Gull Island, and a rock lies half-way between and the outer rocks off Gull Island.

From Gull Island to Hopedale there is almost a straight run, with large groups of Islands on either hand.

Kingitok are two remarkable islands on the South side of this passage, both dark and basaltic. The Eastern, 370 feet, shews as a cone from all directions; the Western, 330 feet, conical only from East and West. They are excellent marks for recognizing the passage to Hopedale.

Between Hopedale and Ikirasaluk, or Windy Tickle, and Cape Harrigan, there is only one method to be pursued,—to keep quite outside or inside the Islands. The islets and rocks are so closely studded together, and so many breakers shew with even a moderate sea, that the navigation among them, until thoroughly surveyed, must be attended with great danger.

DIRECTIONS.

From Holton Island, a course N. $\frac{3}{4}$ W., $6\frac{3}{4}$ miles, will lead between Tinker Island and Quaker Reef, whence N. by W., $22\frac{3}{4}$ miles, will lead to Cape Harrison, passing close East of Bear Island.

BY THE INNER TRACK.—Rounding Webeck Island, a course N. W. by W., 9 8-10 miles, will lead close North of the small islet off Double Islands. Then W. by N. $\frac{1}{2}$ N., 7 1-10 miles, will pass North of Double Islands, and South of the next islet. The course must then be changed to N. W. $\frac{1}{2}$ W., to pass between Dog Islands and the mainland. Rounding Dog Islands a course N. $\frac{1}{2}$ E. will lead from the islet just North of Dog Islands to the conical Island, passing East of the Island with the two summits and grassy islet off it. From this cone, N. E. by N. $\frac{1}{2}$ N., 11 miles, will bring the vessel to the narrow passage between the mainland and some low rocks, passing East of the islets off Manak Island at 7 miles, and west of a double islet at 9 miles. The coast may then be kept off a reasonable distance to Pomiadluk Point, whence to the Islands off Cape Mokkaovik is N. $8\frac{1}{4}$ miles.

BY THE OUTER TRACK.—N. $\frac{1}{2}$ E., $8\frac{1}{2}$ miles from Webeck Island will clear East of Ragged Islands, when a course N. by W. $\frac{1}{2}$ W., $22\frac{1}{2}$ miles, will reach the East extreme of Kidlialuit. Pass by the East end of Uigoklialuit and then steer N.W. $\frac{1}{2}$ N., 6 8-10 miles for Cape Mokkaovik.

N. B.—The track of the *Gannet* passes West of the Ragged Islands to the East extreme of Kidlialuit.

BY THE MIDDLE TRACK.—Stand down for Jigger Island, and when it bears S. W. steer N. W. by N. $\frac{1}{4}$ N., 15 miles, to pass East of Tikaoralik. Rounding the East extreme of Kikker-tavak (Rogers) keep close to the shore till the first channel

North of that Island is open, then stand off shore until Pomiadluk Point is seen well clear of the East side of the Adlavik Group, when a course N. $\frac{3}{4}$ W., $11\frac{1}{2}$ miles, will lead between Pomiadluk Point and some low islets, whence a course may be steered for Cape Mokka. The soundings on this route are most irregular, and this route should be used with great care.

FROM AILLIK TO HOPEDALE.

BY THE INNER TRACKS.—From Cape Aillik N. W. $\frac{1}{2}$ N., $3\frac{1}{4}$ miles, will lead South of the Southern Islets of the Turnavik group to the West Island, that should be rounded at a cable's distance. The best route to follow is N. W. by N., 4 miles, to the Striped Island of Ukalluktok, thus passing West of the numerous rocks and breakers, and East of the archipelago of islands in this reach. After passing between the Striped Island and an islet 5 feet high, 9 cables West of it, the west-end of the Ukalluktok group should be rounded, and the point of Tikkerasuk steered for. The usual track from this is to steer N. W. $\frac{3}{4}$ N., $5\frac{3}{4}$ miles, to a brown islet 15 feet above high water. Then N. $\frac{1}{4}$ W., $2\frac{1}{4}$ miles, to an islet about 50 feet high, passing West of an Island 70 feet high at $1\frac{2}{3}$ miles. Thence for the point under Niachungout, the South conical hill at the East extreme of Kayaksuatilik, passing between an islet and a rock 3 feet above high water just west of it. Keep the East points of Kayaksuatilik close on board, to avoid a rock with 3 feet water on it, 4 cables within the Southern cone. When Nusuksoakuluk, the Northern cone, is reached, N. W. by N. $\frac{1}{2}$ N., $5\frac{1}{2}$ miles will reach Hopedale.

Another course from Tikkerasuk is to pass about a mile South-west of the brown islet. When West by N. $\frac{1}{2}$ N., 6 miles, will lead to a narrow passage South of the conical islet about 300 feet high, under Kayaksuatilik, and West of some remarkable cliffy hummocks. A sharp bend west, and another north, each about a mile long, lead into an open channel, whence a course N. E. $\frac{1}{2}$ N., 6 miles, will bring the vessel within sight of the Mission flag-staff at Hopedale.

BY THE OUTER TRACK.—From Cape Aillik to Gull Rock is $1\frac{1}{2}$ miles, from which a course, N. by E., $2\frac{1}{2}$ miles, will pass 4 cables east of the reefs between Gull Rock and the islet off Northern Turnavik Island; thence north, $11\frac{1}{2}$ miles, will lead

to Nanuaktok (White Bear Island), passing three quarters of a mile west of a rock that breaks. From Nanuaktok to clear the reef of Uyarazuksulik, N. $\frac{3}{4}$ W. $6\frac{1}{2}$ miles; and when that is past, the east side of Gull Island may be rounded. From the north side of Gull Island, W. by S. $2\frac{1}{2}$ miles, will open the passage north of Kingitok, between the two large groups of islands, and thence N. W. by W., $\frac{1}{2}$ W., 11 miles, will bring the vessel within sight of the Mission flag-staff at Hopedale.

The track of the *Gannet* from Nanuaktok passed east of the first group of islets east of Kingitok, when the route was the same as that described above.

FROM HOPEDALE TO NAIN.

From Hopedale the course lies through the narrow channel next north of the anchorage, rounding west of Achvitoaksoak, a dark cliffed island, when a course N. by E. $\frac{1}{2}$ E., $3\frac{1}{2}$ miles, will lead between Nakpakataktalik, a dark cliffy island and a small black rock 3 feet above high water. From this passage N. E. $\frac{1}{2}$ N., $10\frac{3}{4}$ miles, will bring the vessel between a round islet 120 feet high on the east, and Multa, a high sharp peaked island on the west side, passing close east of an islet 10 feet above high water at 3 miles, and a cliff faced island at 4 miles. From the 120 feet high island N. by E. $\frac{1}{2}$ E., $2\frac{1}{4}$ miles, leads to the entrance of Windy Tickle (Ikirasaluk).

If the ice is close in after passing the cliff faced island 4 mile from Nakpakataktalik, a course N. by W. $\frac{1}{3}$ W., 3 miles will lead south of Napatalik, that has a high peak 500 feet high, and thence a mid channel course between the main land and the group of islands of which Napatalik is the southern, will lead to Windy Tickle.

Kikkertakooak is the only prominent island east of these tracks, it has two sharp peaks about the same height, 250 feet, and reefs stretch from and lie off it in all directions.

Nanuktok (Bears—Farm Yard Islands of the fishermen), are a group consisting of two principal and several smaller islets, S. E. by S., $10\frac{1}{2}$ miles from Cape Harrigan, and N. E. by N. $\frac{3}{4}$ N., $19\frac{1}{2}$ miles from Gull Island. After a strong breeze of wind many breakers were seen between them. Cape Har-

A deep bay lies south of Double Islands, with a dark round hill in the foreground, and containing a wedge-shaped Island about 150 feet high, and several islets joined to the mainland at low water. The mainland from this is indented with some deep bays, and presents everywhere the same character;—high conical hills falling steeply to the water's edge.

Dog Islands, two in number, about 300 feet high, are N. W. 8 miles from Double Islands. The Eastern consists of two hills joined by a low beach, and the Western is flat-topped with steep sides, 8 cables from the Eastern. A rocky islet, 20 feet high, lies off the North end.

A dark Island with two summits is situate N.N.W. 4 miles from Dog Islands; South East 7 cables, from which is a grassy islet 30 feet above high water, with a low reef half a cable from it.

A conical Island lies North, 4 miles from Dog Islands, the West extreme of Adlavik Islands,—a large group and a port of call for the Mail Steamers. Time did not allow the Channels between these Islands to be examined, and therefore they should be used with great caution.

Manak Island (Mannox) is situated North $\frac{1}{2}$ East, $4\frac{1}{4}$ miles from the conical Island. Several islets and rocks lying East of the direct line between them. It is surmounted by a sharp-peaked hill on the South-west side, and slopes gradually to the Northward in a series of summits, ending in a cluster of low Islands and rocks that may be approached to 2 cables.

Pomiadluk Point is low and sharp, sloping from a moderate elevation, and lies N. E. by N. $\frac{1}{4}$ North, $5\frac{3}{4}$ miles from the islets of Manak Island. Between them are several islets that are passed to the Eastward, and near the shore, at 1 8-10 miles from Pomiadluk Point, is a group of low rocks with a sunken rock off the South extreme. The passage is close to the shore inside these rocks.

Cape Strawberry, or Umiakkoviktanuk, is the extremity of a hill 1235 feet high, the east end of a high range running inland and terminating in a conspicuous cone, Altagaiyaivik or Mon-

key Hill, 2170 feet high. The Cape is faced by terrace-like cliffs, with deep ravines at the extreme of each.

Between Cape Strawberry and Mokkaik is the entrance of a bay reported to run up twenty miles. At the entrance is a group of low black islets and sunken rocks, almost blocking the Channel North of them. South of those rocks, under Cape Strawberry, is Strawberry Harbor made by a small island.

Cape Mokkaik, the South side of Aillik, falls in a succession of round summits from the inland ranges to a steep bluff on the coast. Two islets lie East of the point, between which and the shore there is no passage, but they may be passed between or at a cable's length East from them. The North and East points of this Cape are foul for two cables.

Between Capes Harrison and Mokkaik are the following groups of islands:—

Ragged Islands (Kingnitaksoak), a group of basaltic rocks, are composed of four principal and numerous small islets and rocks. The highest is the second from the North, and is most conspicuous from the remarkable hill, 640 feet high, that falls in a perpendicular cliff to the sea. The Northern island is also high, with two round mounds, and is the largest of the group. Fishing craft anchor in all the passages, but the anchorages are not good. The Southern islet is situated N. N. W. $\frac{1}{2}$ W., 8 miles from Cape Harrison. Two rocks, about 10 feet above high water lie S. W. by W. $\frac{3}{4}$ miles from the Northern island.

Adlavik Islands are a large group filling the North corner of the bay. Nearly all are high and much indented, and the channels are narrow with small islets and rocks in them; and time did not allow the examination of these intricate passages.

Tikaoralik (Wheel), a sharp peaked islet about 400 feet high, is the Southern of the group, and is situated N. W. $\frac{1}{2}$ N., $18\frac{2}{3}$ miles from Webeck Island. A small islet lies close to it, 20 feet high, with a narrow channel between, through which 3 fathoms can be carried.

A rock is reported between this and Ragged Islands.

Kikkertavak is the largest of the group. Roger's Harbors lie at the East extreme N. W. by N., 2 miles from Tikaoralik. The entrance is deep and narrow between low rocks on either hand, and craft anchor in 12 fathoms. The harbour is made by an islet and these rocks, and there is a passage between the islet and Kikkertavak from harbour to harbour.

ROCKS.—Off the Eastern harbour are two dangerous ledges that cover at high water; to clear them the shore should be kept on board till the first channel opens North of Roger's harbours.

The Northern Island has a round dark hill, with a cairn on the summit; and between it and Kikkertavak is an island with a triple hill.

Anauiat, a flat Island, about 200 feet high, lies $3\frac{1}{2}$ miles off Kikkertavak, and N. W. by N. $\frac{1}{2}$ N., 11 miles from Ragged Islands. Between it and Adlavik Islands are several islets and rocks.

Kidlialuit is the outer of two large and some small islets, the inner of which are called Iron-bound Islands by the fishermen. It is about 250 feet high, with a steep hill at the East end, and is almost divided by a fall in the hills. The East extreme lies N. by W. $\frac{1}{2}$ W., $32\frac{3}{4}$ miles from Cape Harrison.

Uigoklialuit is the Eastern of another group, lying parallel to Kidlialuit; the Eastern extremes lying N. W. $\frac{3}{4}$ N. and S. E. $\frac{3}{4}$ S., 7 miles. The outer and inner are about the same height and shape, but the Eastern Island has a portion almost detached at the extreme.

Aillik bay is fringed by boulders on the South side, where is a lagoon dry at low water; but the North shore is steep to till the post of the Hudson Bay Company is reached, off which is a bank that breaks in bad weather. There is good anchorage in Summer Cove; the first indentation on North Shore in 10 fathoms, mud, but North-westerly winds blow with heavy squalls.

Cape Aillik, the North point, is a small islet 80 feet high, steep to on the outer face.

Turnavik Islands are a group situated $1\frac{1}{2}$ miles North of Cape Aillik. The largest and Northern is wedge shaped, the summit about 300 feet high, over the East extreme off which is a low islet. The Western Island is dark and basaltic. A cluster of islets and rocks is situated south of the largest island, and East of the Westernmost, between which there is no passage. The only track to be followed is South of this cluster and close to the East extreme of the West Island. Nanyaktikiluk (Gull Island), about 40 feet high, is the Southern of the group, and may be approached on the East side to two cables. Reefs, that generally break, lie between this and the low islet East of the Northern Turnavik Island. The harbor is on the West side of the Northern Island, and is made by an islet point, within which about 50 vessels moor side by side nearly.

A rock that breaks in bad weather is situated N. E. by N., $2\frac{3}{4}$ miles from the Turnavik Islands.

Kaipokok, a remarkable hill 895 feet high, is situated W. by N., 10 miles from Cape Aillik. A bay, about 30 miles deep, runs in West of this mountain, at the head of which is a post of the Hudson Bay Company. Several small harbors are situated at the promontory at the base of this mountain, but they were not examined, and the approaches to them are through a labyrinth of rocks and islets that should not be navigated without local knowledge.

Ukalluktok are a group of islands N. W. by N., $8\frac{1}{2}$ miles from Turnavik Islands. Between these two groups sunken rocks lie scattered, but there is a passage between them and just West of them. The western of the Ukalluktok group is curiously striped black and white, in nearly horizontal bands, and is an excellent mark for distinguishing the track and Tikkerasuk.

Tikkerasuk (Tickle Arichat of the fishermen) is an Island of 91 feet high, off a promontory of the mainland, $3\frac{1}{2}$ miles from Ukalluktok. There is only a shallow channel between the Island and the Main, but it forms an excellent anchorage for fishing vessels. Off the South side are some low islets, within which anchorage for a night may be had. The East point is steep to, and off the North side of the passage are some islets that shelter the anchorage.

rigan and Kikkertakooak, and great care should be taken when navigating in that locality.

Cape Harrigan is the outer point of the Windy Tickle group. The islands forming it are about 620 feet high, falling in a series of conical hummocks to the east point. The ice prevented the "Gulnare" rounding the point, and an examination being made of the outer harbours.

Windy Tickle (Ikirasaluk) is the channel between these islands and the mainland. It consists of two bends, N. E., 2 miles, and N. W. by N., 3 miles. In the southern reach a shoal stretches off the first bight on the east shore, but by keeping the west shore on board a clear track will be found. On the north side of the western bend is a deep bay with an islet in the middle making two anchorages. The water is shoal nearly out to this island from the shore, deepening suddenly from nearly dry to 10 fathoms. Vessels should not anchor in less than 12 fathoms, nor attempt to go inside the island. The west bend of Windy Tickle is shallow from another islet lying west of the one described and mid channel should be kept, but even then not more than $1\frac{1}{4}$ fathoms can be carried through at low water with certainty. With winds from N. W. to N., terrific squalls blow down the southern reach, hence the name.

A course N. W. by N. $\frac{3}{4}$ N., $11\frac{3}{4}$ miles from the west entrance of Windy Tickle, leads to a group of low islets passing west of Massacre Island (Kutalik) about 200 feet, close to and east of a low rock 5 feet above high water, $1\frac{1}{4}$ miles further on and crossing the mouths of two deep inlets, Jack Lane and Jem Lane Bays. Davis' inlet, where there is a post of the Hudson Bay Company, lies next north of Jem Lane Bay. It is reported that a strong tide, rip and overfall prevails at the narrow shallow entrance to this inlet, and that sailing vessels should not take the passage except at slack water and with a commanding breeze.

After rounding the low group of islands above mentioned, the coast of Ukasiksalik (Freestone Island) should be kept on board till the east extreme is reached, when two tracks present themselves. The western is convenient, as being free from

field ice at an early period of the season and the fog rarely fetches in; but the eastern is most direct and is on the seaboard.

BY THE WEST TRACK.—The coast of Ukasiksalik must be rounded at about 2 cables off, the north shore has deep bays with clifty sugar loaf hills forming the points, and passing south-west of some smooth sloped greenish islands, the south-west point of which is foul for a short distance off. From this point N. W. by N. $\frac{3}{4}$ N., 5 miles leads between a dark clifty island on the west side of the vessel with rugged points, ending in islets, and on the east side, some low islands, through the channels between which the outer islands can be seen. An island about 200 feet high will then be seen. Pass west of this island and a low black islet lying off the north extreme. Sunken rocks lie north-east of this islet and are nearly connected with the islet just passed. From this low islet north, 5 miles, leads west of Tunungayualuk, a large island with steep tree covered sides, to a narrow tickle, passing east of a group of islets, conical and mound shaped, at the back of which is situated Merrufield mountain, a square hill about 1700 feet high.

Tunungayualuk should be kept at least 2 cables off when rounding the north point, to avoid a shoal stretching off it a short distance. Passing east of some low islets, two channels will be disclosed, the western, narrow with only 2 fathoms water in it, opens at the west end into the bay, on the north shore of which *Zoar*, a Missionary station, is situated. From the west end of this channel a course should be steered to leave Taktuinak (the island between the two channels) half a mile off to avoid a rock that breaks, and thence E. by N. $\frac{3}{4}$ N., 3 miles nearly, will lead to a low island promontory, on the east extreme of which is an Esquimo hut.

To avoid this shallow channel keep mid-channel between Tunungayualuk and Taktuinak, the next island north, until the second channel running north is open. Taktuinak is surmounted by a hill 600 feet high, that falls in a steep cliff over south-east extreme; the northern portion has a sloping greenish hill. Between the two is a deep slack in the hills.

Tunungayaksoak is situated east of Taktuinak and is wedge shape, the summit nearly over the west extreme, off which, close to, is a shoal. Proceed between Taktuinak and Tunungayaksoak, passing west a cable of an islet 5 feet above high water. From the north end of this channel the Low Island promontory on which is the Eskimo hut will be seen north $1\frac{3}{4}$ miles.

From this hut N. E., 5 miles, will lead close west of Achpitok, (an island with a deep cove in which anchorage may be had in 12 fathoms) and between it and the mainland about Zoar. From Zoar the land trends N. N. E., and consists of high green hills with raised terraced beaches on the slopes, surrounding deep indentations. This course will reach an islet about 30 feet high, rounding east of which, a course of N. $\frac{1}{4}$ E., $5\frac{1}{4}$ miles, will lead close west of Nuasornak (Dog), a conical island 400 feet high, and east of a dark islet 40 feet high to the shore of Kikkertavak, a large island 600 feet high. This shore should be kept about 2 cables distant till the narrow channel between it and Taktuk (Fog) is reached, passing west of Nochalik, a high island with a deep ravine through the north extreme, nearly disconnecting a portion west of Nukasusutok, a dark island with a summit about 800 feet high, falling in a cliff-face on the north, and south-west of Niatok, an island with two prominent summits, about 300 feet high, smooth slopes on west side and deep bays with cliff shores on the east.

Taktuk is a small island about 150 feet high, with an Eskimo hut at the west extreme. The west shore is fringed by boulders and the shore of Kikkertavak, immediately opposite, has some low rocks a short distance off. From this narrow passage N. by E. $\frac{1}{2}$ E., 3 miles will pass east of Palungatak, an island about 600 feet high, with a mound nearly detached at the east end. Off the east side boulders extend nearly half way to the opposite shore, and the channel between should be navigated with great caution, 4 fathoms water can be carried through nearer the north than the south shore.

Tunnulusoak (Pownal or Paul's Island), is $16\frac{1}{2}$ miles long, situated north-east of Palungatak and nearly divided by two deep inlets, running from east and west extremes. Off the south-west, opposite Palungatak, is a small promontory ending

in a rocky mound, with deep bays on each side filled with boulders.

Ford Harbour is at the east end of this island, formed by a flat promontory on the south, composed of a series of terraces. The harbour may be seen from the west over the marsh that joins this promontory to the main land. Boulders fringe the shores of the harbour, but the water deeps suddenly to 10 fathoms. Anchorage may be had in the bay north-east of Ford's house in 13 to 16 fathoms, mud; good holding ground.

From the channel between Palungatak and Paul's Island, the coast of the latter should be kept about half a mile off with a general course of N. E. for $4\frac{1}{2}$ miles, when the south point of Nain will bear about west. Rounding this the Mission station will be seen, off which anchorage may be obtained in 13 fathoms, mud. The rule is universal for this coast, that the water deepens suddenly from the line of the boulders, and to mark the north and east limits of the latter at Nain, four small white beacons have been erected and vessels must anchor before either pair come in line.

FROM NAIN TO FORD HARBOUR.

Retrace the track described above till the shallow passage between Palungatak and Paul's Island is passed, when a mid channel course should be kept between the latter and Taktuk, Niatak and Kugjautak (Wedge), a general direction, S. E. $\frac{1}{2}$ S. for $13\frac{1}{2}$ miles, when an islet, Amushavik, will be seen 4 cables off the south-east point of Paul's Island. Pass between them and round Paul's Island shore to Ford Harbour.

From Ford Harbour by the inner route there is a good passage south of Niatak, a course W. by N. $\frac{3}{4}$ N., $7\frac{3}{4}$ miles from Amushavik will lead north of Nukasusutok. Rounding this island Nochalik should be steered, but vessels use this channel with great care as there is a rock off the low islets west of Nukasusutok.

FROM WINDY TICKLE TO FORD HARBOR.

Steer as before directed, till the East Point of Ukasiksalik (Freestone Island) is reached. From this E. by S. $\frac{1}{2}$ S. $2\frac{1}{2}$ miles, leads to Ayagatok, a barren Island with a round summit about

250 feet high. A rock lies S. W. from this Island about three cables. From the West of this Island N. E. $\frac{1}{2}$ N. $7\frac{1}{2}$ miles, will lead to Kikkertaksoak (Sprackling's Island); but the islets nearly in the track must be kept a little further off than the direct course leads, to avoid any spurs stretching off them.

Kikkertaksoak (Sprackling's Island) is very remarkable, being 465 feet high, the outer high Island, and having two sharp peaks at the South end, and a high mound at the North. There is a small harbor on the East side, sheltered by some islets.

Uvingiayuk (Lopsided Island) is a remarkable dome-shaped rock, about 400 feet high, W. by N. $\frac{1}{2}$ N. $2\frac{1}{2}$ miles from Kikkertaksoak.

Ukallik (Hare) is an Island with two summits, about 200 feet high, S. E. by E. $\frac{1}{2}$ E. $4\frac{1}{4}$ miles from Kikkertaksoak. This is the Island usually made by the Mission Ship for going either to Zoar or Nain.

Killit, the outer Island, is situated S. E. $\frac{1}{2}$ E. $3\frac{1}{2}$ miles from Ukallik.

FROM SPRACKLING'S ISLAND TO ZOAR.

A course N. W. by N. $\frac{3}{4}$ N., 5 miles, will lead East of a group of small islets, the Western, Papertuk 140 feet, whence N. W. $\frac{3}{4}$ N., $9\frac{1}{4}$ miles, will bring the vessel to the East Point of Tunungayualuk, a little hillock joined to the main Island. Keep this Island shore about half a mile off, steering W. S. W. 4 miles mid channel between that Island and two Islands North of it, Aklatalik and Tunungayksuak, the former about 500 feet high, with numerous conical summits, and passing close to an islet about 60 feet high. This will lead to the entrance of the channel between Taktuinak and Tunungayaksoak already described.

FROM SPRACKLING'S ISLAND TO FORD HARBOR.

I was informed by the natives that a clear passage would be found between these places by steering N. $\frac{3}{4}$ E. $19\frac{3}{4}$ miles to another Island called Kikkertaksoak (Big Island), about 300 feet high, and flattish in outline; thence N. E. 4 miles to Sioralek or

Sandy Island, so called from the color. The West point of this Island must be kept close to, to avoid a shoal, and from it, N. $\frac{1}{4}$ W. 6 miles, will reach Ford Harbor.

WM. F. MAXWELL,
Staff-Commander and Surveyor.

No. 15.

Report of the Postmaster General for 1875.

[COPY.]

GENERAL POST OFFICE, ST. JOHN'S, }
21st February, 1876. }

SIR,—

I have honor to present to the Governor in Council, to be laid before both branches of the Legislature, my Sixteenth Annual Report of the Post Office Department, accompanied with Returns and Statements, numbering from 1 to 15, containing all particulars relating to that branch of the Public Service, for the year ending 31st day of December, 1875.

The Correspondence passing through this Office continues increasing, as will appear from the figures underneath:—

Letters received and despatched in 1875	474,652
Ditto ditto 1874	442,205
Increase over 1874, received and despatched	32,477
Number of Registered Letters, 1875	3,820
Ditto ditto 1874	3,457
Increase in 1875	363

At the Dead Letter branch of this Office, 2,182 Unclaimed Letter were received during the year. 1,826 have been re-

turned to the writers in Newfoundland and other Countries where they originated, leaving 356 in the Dead Letter Office unclaimed.

POSTAGE STAMPS.

The amount sold in 1875, viz: \$10,283.44, shews an increase of only \$57.02 over that of 1874. The Post Office feels the effects of a failure in the fisheries as much as any other business. As an instance, the Correspondence to and from Harbor Grace and Carbonear Districts fell off nearly 20 per cent. the past year.

MONEY ORDER OFFICE.

The comparative statement of business transacted in this Office the past five years, shews that the number of Orders issued has increased from 1,183, amount \$24,961.81 in 1871, to the number in 1875 of 1,864, amount \$38,526.40.

In August last I communicated to the Post Office Department at Washington, United States, the desirability of establishing the Money Order system between the United States and Newfoundland, and *vice versa*. In reply to my proposal they were pleased to state, that as the amount of Money Orders, in small sums, to be transmitted between the two Countries, was too small to warrant the very considerable expense for Money Order Books and for Clerk's Salary, which would be incurred by the establishing of an International Money Order system, they declined entering into the proposed arrangement, but suggested a plan by which the Money Order business can be carried out, viz.: through the medium of the Head Money Order Office in Canada.

In accordance with this suggestion, I submitted the matter to the Postmaster General of the Dominion, asking his assent thereto; and it affords me much pleasure to state that he has in the most kind and prompt manner given his unqualified assent, and that he has also communicated the same to the Postmaster General, Washington.

Those Departments are now engaged in making the necessary arrangements for its coming into operation 1st April.

Arrangements have also been made with the India Office for the exchange of Money Orders between India and Newfoundland, and *vice versa*. Many Money Orders cannot be looked for in that quarter.

Owing to several applications having been made from time to time at our Office, for Orders payable on the Continent, I was induced to bring the subject under the notice of the authorities of the Imperial Post Office, London, shewing the necessity of some scheme by which an Exchange of Money Orders between Newfoundland and the European Continent could be effected.

In reply, it has been stated that it would entail upon the Department the keeping of intricate accounts and other unenumerated duties, and had therefore been rejected. As this is a matter of some importance to the public, I shall renew the application at some future time.

The Berne Treaty, concerning the formation of a General Postal Union, was signed at Berne on the 9th October, 1874, the object being to establish a uniform rate of postage on all mail matter embraced therein. The postage on a single rate letter was fixed at 25 centimes, equal to 5 cents.

A copy of the Treaty, accompanied with a Despatch from the Secretary of State, was transmitted to the Governor for the consideration of the Government, and subsequently sent to me to report thereon. After giving the matter due consideration, and having learned that Canada had not entered into it, I came to the conclusion that it would be inexpedient to entertain the question before we had any knowledge of its practical working in other countries.

The Treaty in question has led to a considerable amount of vexation and inconvenience in this country; not so much the Treaty itself is the cause, but through the error of assuming its operation had extended to Newfoundland. Owing to this mistake a large portion of the foreign correspondence and also that from the United Kingdom, reached the London and other Offices (in which mails are made up for Newfoundland), insufficiently prepaid. The consequence was, that according

to British Postal Regulations, and a fine of Three pence, and the deficient postage was taxed on each letter—thus a single rate letter insufficiently paid one cent, would be taxed seven cents.

Such was the case in Canada until it was relieved by reducing the Postage on Correspondence between the Dominion and United Kingdom from six to five cents. Having brought the matter under notice of the Executive, they promptly authorized me to propose to the Postal authorities in London, a reduction of the Postage between the United Kingdom and Newfoundland from six to five cents, and that our Government would make a similar reduction between Newfoundland and the United Kingdom. A reply is expected by the next Mail.

FRANKING PRIVILEGE.

I have in my last Annual Report called attention to the abuse of free Correspondence under the franking privilege. It becomes my duty to speak of it again, with the view of abolishing altogether, or at the least confining its operation within proper limits.

Public notice was given of the Regulations governing free Correspondence, but there seems to be much indifference to conform to that notice. The result is much vexation to officials claiming the privilege, and also to the Post Office. It is not proposed or desired that Government Officials should be personally taxed for the transmission of public correspondence. Whenever it has occurred, I have always recommended the parties aggrieved to pay the postage, stating that the Government were willing to pay any amount incurred on public account when properly certified, but the Officials do not appear satisfied with this course; I would therefore propose, that such public officers (outside the Executive) as the Government may think necessary, should have an allowance of postage stamps, subject to a proper accountability, and that sums necessary therefor should be appropriated out of the General Revenue.

I would also here beg leave to remark, and it should be borne in mind, that the franking privilege extends only to correspondence of a public character, and cannot be used for private correspondence without abuse of the privilege; neither

does it apply to sending printed Papers, Books, or other articles in sealed envelopes.

Newspapers, Books, Pamphlets, Circulars and Postal Cards, under our present Postal regulations have assumed a very prominent feature, and are encreasing so much, that the portion of the building allotted for that service is quite inadequate for assorting and prompt delivery, consequently much delay and inconvenience is caused. From a rough calculation it is estimated that over one and a half million of Newspapers and Circulars have been received and despatched during the past year. The number received exceeded by two-thirds those despatched.

In previous reports, I have called the attention of the Government to the unrestricted transmission of Local Newspapers through the Mail. Also the very great expense it has entailed on the department for labor, mail bags, and transit, and requesting that a small tax be levied on them, say one cent for two ounces or under. This tax would not apply to Newspapers sent direct from the Office of publication, but only to those sent by private parties, and would in a great measure check the abuse, and contribute something towards the expense attending their transmission.

To show how far this abuse is carried, I will mention a case which occurred a few days since. Two large bundles of Newspapers were posted in St. John's, addressed to a person in an outport about 150 miles distant. The parcels were duly forwarded by Mail, but when they reached their destination the addressee had left for St. John's; consequently they were sent back re-directed. Subsequently, the person applied at the Post Office for Newspapers, and when the two bundles were tendered to him refused to take them, stating he had no knowledge of the person who had been for some time sending him old papers, that he never read or even opened them. This is but one of many cases which could be cited, with reference to the abuse of permitting transient papers free.

DIRECT STEAM.

The Ships of the Allan Line have, as heretofore, performed their work very regularly. Ice on the coast, end of April

and early part of May, prevented their calling here the two first trips in the Spring, and severity of weather caused them to be overtime one trip each in November and December.

LOCAL STEAM.

The fact of the Boats on this Service being prevented starting on the regular days from unavoidable circumstances, the changing of ports of call, together with the length of coast to be traversed, number of places to be called at, and boisterous weather, rendered it most difficult to carry out the service regularly. Notwithstanding all these difficulties, the Boats performed their number of trips, with exception of one to the North. The season being so far advanced it was not considered prudent to enterprise it. I regret the service was irregular on account of the Contractors, who I must say, at all times evinced the utmost willingness to give satisfaction and despatch to the Mails, which for the causes stated was impossible. There is too much work required from these Boats; the number of Ports to be called at, and the delay at each place, renders it difficult to perform the work efficiently within the allotted time. There should be an auxiliary Boat to make up any deficiency arising from accident or otherwise. The Mail Boats should not be taken off the route for any purpose, punctuality ought to be the rule not the exception, and the contract adhered to on both sides.

The service in Conception Bay was brought to a close by the loss of the *Lizzie* on 15th November last. Fortunately no loss occurred, other than that of the vessel.

The Mail service was made good overland, two trips each way per week, with one trip round the Bay, per Steamer *Hercules* or *Cabot*, weekly, until the end of the year.

LABRADOR.

A Mail service arranged with much care, was provided for this section of the Country by employing the S. S. *Ariel* during the fishing season, calling at every harbor of importance on the coast, and exchanging Mails fortnightly with Northern Mail Steamer. After the completion of the Labrador service the *Ariel* was to have been employed on the West Coast be-

tween Channel and Bonne Bay, calling each trip at the Ports in the Straits on the Coast of Labrador. Unfortunately this arrangement was frustrated by the untimely loss of the vessel, which occurred on 12th September. This accident would have caused very serious inconvenience to those engaged in the Labrador fishery, were it not for the promptitude of the Government in providing without delay a special Steam service to fill up the blank caused thereby.

The loss of the S. S. *Ariel* is much to be regretted as she was a very suitable boat for the service. To perform the work in an efficient manner however, two small Boats are required, one each for the North and West parts of the coast.

NORTHERN MAIL ROUTE.

Much pains have been taken to render this Service as efficient as possible. Last winter extra couriers were placed on the route where reported to be needed, yet it has its drawbacks, and requires time and experience to remedy them. It is the most difficult and intricate service the Department has to contend with, to connect and embrace within the postal limits the numerous scattered settlements in that large and populous district; but I trust that this winter's experience will lead to further improvement and extension so much to be desired. While referring to this route, I respectfully submit the desirability of making this Service fortnightly instead of monthly, connecting therewith all the Northern Districts, including North side of Trinity Bay and South side of Bonavista Bay. This boon, in the absence of telegraph communication, would be hailed with delight by the inhabitants of the Northern settlements, and would be a great relief to our over-burthened couriers, who complain grievously of the constantly increasing weight contained in Mail Bags.

It has been suggested that it would be of much importance to the Northern Districts and also to St. John's, if a mail for the District of Twillingate and Fogo were forwarded by the S. S. *Tiger* on her next trip to the West, to be despatched from Harbor Briton via Conn River, for Exploits, &c. The messengers on their return would probably bring the very earliest intelligence of the Seal Fishery, which will be looked for with

much interest. A similar Service was performed last year; I therefore beg leave to recommend it.

The Sailing Packet Service is just as usual, dragging its slow length along.

Although no actual complaint has been made of its shortcomings, I can learn that there is much latent dissatisfaction prevailing in their localities, of a lack of energy on the part of the Masters.

This has not passed unnoticed by the Post Office. On every occasion of irregularity they have been called to strict account.

Further to stimulate them to better exertion, they have been notified that in future their services would be paid for by the round trip, not as heretofore by an annual subsidy; I trust this will have a salutary effect. Indeed the Mail Service rendered by these Packets is of little value, and I fear cannot be turned to much better account. Inefficient as they are, to abolish them would cause much grave dissatisfaction, unless something better were substituted for them. In the winter time the services of these boats is totally unreliable from the Bays getting frozen up; therefore many very important settlements are cut off from all communication until the Bays are clear of ice. Last winter the *Trinity*, *Catalina* and *Bonavista* mails which were despatched from St. John's, accumulated in New Perlican for over two months, waiting the breaking up of ice. Ultimately they had to be brought back and forwarded to destination via *Random*, and at a considerable expense.

Under these circumstances it would be well to consider the utility of discontinuing the services of these Packets from first January to first April.

PACKET SERVICE—CHANNEL TO BONNE BAY.

As the Steamer *Ariel* was to have been employed on this Service after the fishing season at Labrador was brought to a close, the sailing packet *Mayflower* was engaged for three months or more, if Government desired. Unfortunately her services were prematurely concluded, from this vessel having

been so disabled in a gale of wind as to render her unfit to continue on the route, just at the time when the loss of the *Ariel* made it necessary to keep her still employed. This caused a blank in the Mail Service for some time, until the S. S. *Merlin* was placed on the route in November, and made two complete round trips to all the ports of call.

The overland Winter Service commenced after the arrival of the S. S. *Tiger* at Channel in January.

NEW MAIL ROUTES.

During the year the following Mail Routes have been established, viz. :—For the Straight Shore from Greenspond to Gander Bay, connecting Musgrave Harbor and intermediate places. On Cape Shore, from Placentia to Branch, in Saint Mary's Bay, connecting all settlements between; and from Oderin to Flat Islands in Placentia Bay, all of which are in full operation.

New Way Offices have been organized and put in operation at the following places, viz. :—Clarke's Beach, Cupid's and Bareneed, in District of Brigus; Musgrave and Cat Harbors, in District of Fogo and Twillingate; Branch, Placentia District; and arrangements are in progress for making Toad's Cove and Cape Broyle.

Many applications are now being made for new Mail routes and Way Offices; it would be most desirable that the Government should act with great circumspection and care, and be thoroughly satisfied, not only of the necessity for establishing them, but also of the probability that a reasonable amount of Postal Revenue would accrue therefrom before sanctioning any further extension.

COPPER COINS.

The unavoidable accumulation of Coppers, British Sterling pence and half-pence, and the Colonial Cent, issued in 1869 at 100 cents to the dollar, caused by the unauthorized issue of Copper cents 1872 and 1873, of which 120 are given for the dollar, is a great evil from the inability to pay out or exchange them. The law declares them a legal tender for small sums, but no provision is made for their redemption, or conversion into cur-

rent funds. The fact is, so much of the Revenue is practically locked up, to the extent of the accumulation, amounting at present to nearly Six hundred dollars.

It has really been a puzzle to the Post Office, how to get rid of these Coppers. If we circulated them at less than they are received, they will all flow back again, and so it will be in and out, always entailing a loss of twenty per cent to the Revenue.

In bringing this Report to a conclusion, I beg to express my approbation of the conduct of the Officers employed in the Department, and more particularly Mr. LeMessurier, the Chief Clerk and Accountant, whose laborious and incessant duties are very ill-requited. I very much regret that when the Salaries were under revision last year, the sum (which after mature consideration) I recommended, was not accorded him. I trust this may be again reconsidered.

I have, &c., &c.,

(Signed) JOHN DELANY,
Postmaster General.

Treaty concerning the Formation of a General Postal Union.
Signed at Berne, October 9, 1874.

Treaty concerning the formation of a General Postal Union, concluded between Germany, Austro-Hungary, Belgium, Denmark, Egypt, Spain, the United States of America, France, Great Britain, Greece, Italy, Luxemburg, Norway, the Netherland, Portugals, Roumania, Russia, Servia, Sweden, Switzerland, and Turkey.

The undersigned, Plenipotentiaries of the Governments of the countries above enumerated, have by common consent, and subject to ratification, agreed upon the following Convention :

ARTICLE I.

The countries between which the present Treaty is concluded shall form, under the title of "General Postal Union," a single postal territory for the reciprocal exchange of correspondence between their Post Offices.

ARTICLE II.

The stipulations of this Treaty shall extend to letters, post cards, books, newspapers, and other printed papers, patterns of merchandize, and legal and commercial documents originating in one of the countries of the Union and intended for another of those countries. They shall also apply to the exchange by post of the articles above mentioned between the countries of the Union and countries foreign to the Union whenever such exchange takes place over the territory of two at least of the contracting parties.

ARTICLE III.

The general Union rate of postage is fixed at 25 centimes for the single prepaid letter.

Nevertheless, as a measure of conversion, the option is reserved to each country, in order to suit its monetary or other requirements, of levying a rate higher or lower than this charge, provided that it does not exceed 32 centimes or go below 20 centimes.

Every letter which does not exceed 15 grammes in weight shall be considered a single letter. The charge upon letters exceeding that weight shall be a single rate for every 15 grammes or fraction of 15 grammes.*

The charge on unpaid letters shall be double the rate levied in the country of destination on prepaid letters.

The prepayment of post cards is compulsory. The postage to be charged upon them is fixed at one half of that on paid letters, with power to round off the fractions.

* By Article 24 of the Detailed Regulations for carrying this Treaty into effect, any country which has not adopted the decimal metrical system of weight, may substitute half an ounce for 15 grammes.

For all conveyance by sea of more than 300 nautical miles within the district of the Union, there may be joined to the ordinary postage an additional charge which shall not exceed the half of the general Union rate fixed for a paid letter.

ARTICLE IV.

The general Union rate for legal and commercial documents, patterns of merchandise, newspapers, stitched or bound books, pamphlets, music, visiting cards, catalogues, prospectuses, announcements and notices of various kinds, whether printed, engraved, or lithographed, as well as for photographs, is fixed at 7 centimes for each single packet.

Nevertheless, as a measure of conversion, the option is reserved to each country, in order to suit its monetary or other requirements, of levying a rate higher or lower than this charge, provided that it does not exceed 11 centimes or go below 5 centimes.

Every packet which does not exceed 50 grammes in weight shall be considered a single packet. The charge upon packets exceeding that weight shall be a single rate for every 50 grammes or fraction of 50 grammes.*

For all conveyance by sea of more than 300 nautical miles within the district of the Union, there may be joined to the ordinary postage an additional charge which shall not exceed the half of the general Union rate fixed for articles of this class.

The maximum weight of the articles mentioned above is fixed at 250 grammes for patterns of merchandise, and at 1,000 grammes for all the others.

There is reserved to the Government of each country of the Union the right to refuse to convey over its territory or to deliver articles specified in the present Article with regard to which the laws, orders, and decrees which regulate the condi-

* By Article 24 of the Detailed Regulations for carrying this Treaty into effect, any country which has not adopted the decimal metrical system of weight, may substitute two ounces for 50 grammes, and may raise to four ounces the weight to be allowed for a single newspaper.

tions of their publication and circulation have not been observed.

ARTICLE V.

The articles specified in Article II. may be registered.

Every registered packet must be prepaid.

The postage payable on registered articles is the same as that on articles not registered.

The charge to be made for registration and for acknowledgments of receipt must not exceed that made in the inland service of the country of origin.

In case of the loss of a registered article, and except in the case of force majeure, there shall be paid an indemnity of 50 francs to the sender, or, at his request, to the addressee, by the office of the country in the territory or in the maritime service of which the loss has occurred—that is to say, where the trace of the article has been lost,—unless, according to the legislation of such country, the office is not responsible for the loss of registered articles sent through its inland post.

The payment of this indemnity shall be effected with the least possible delay, and, at the latest, within a year dating from the date of application.

All claim for an indemnity is excluded if it be not made within one year, counting from the date on which the registered article was posted.

ARTICLE VI.

Prepayment of postage on every description of article can be effected only by means of postage stamps or stamped envelopes valid in the country of origin.

Newspapers and other printed papers unpaid or insufficiently paid shall not be forwarded. Other articles when unpaid or insufficiently paid shall be charged as unpaid letters, after deducting the value of the stamped envelopes or postage stamps (if any) employed.

ARTICLE VII.

No additional postage shall be charged for the re-transmission of postal articles within the interior of the Union.

But in case an article which has only passed through the inland service of one of the countries of the Union should, by being re-directed, enter into the inland service of another country of the Union, the Post Office of the country of destination shall add its inland rate.

ARTICLE VIII.

Official correspondence relative to the Postal Service is exempt from postage. With this exception, no franking or reduction of postage is allowed.

ARTICLE IX.

Each Office shall keep the whole of the sums which it collects by virtue of the foregoing Articles 3, 4, 5, 6, and 7. Consequently there will be no necessity on this head for any accounts between the several Offices of the Union.

Neither the senders nor the addressees of letters and other postal packets shall be called upon to pay, either in the country of origin or in that of destination, any tax or duty other than those contemplated by the articles above-mentioned.

ARTICLE X.

The right of transit is guaranteed throughout the entire territory of the Union.

Consequently, there shall be full and entire liberty of exchange, the several Post Offices of the Union being able to send reciprocally, in transit through intermediate countries, closed mails as well as correspondence in open mails, according to the wants of the traffic and the exigencies of the Postal Service.

Closed mails and correspondence sent in open mails must always be forwarded by the most rapid routes at the command of the Post Offices concerned.

When several routes offer the same advantages of speed, the despatching Office shall have the right of choosing the route to be adopted.

It is obligatory to make up closed mails whenever the number of letters and other postal packets is of a nature to hinder the operations of the transit Office, according to the declaration of the Office interested.

The despatching Office shall pay to the Office of the territory providing the transit the sum of two francs per kilogramme for letters and 25 centimes per kilogramme for the several articles specified in Article IV., net weight, whether the transit takes place in closed mails or in open mails.

This payment may be increased to 4 francs for letters and to 50 centimes for the articles specified in Article IV. when a transit is provided of more than 750 kilometres in length over the territory of one Office.

It is understood, however, that in any case in which the transit is already actually gratuitous or subject to lower rates, those conditions shall be maintained.

Whenever a transit shall take place by sea over a distance exceeding 300 nautical miles within the district of the Union, the office, by or at the expense of which this sea service is performed, shall have the right to a payment of the expenses attending this transport.

The members of the Union engage to reduce those expenses as much as possible. The payment which the Office providing the sea conveyance may claim on this account from the despatching Office shall not exceed 6 francs 50 centimes per kilogramme for letters, and 50 centimes per kilogramme for the articles specified in Article IV. (net weight).

In no case shall these expenses be higher than those now paid. Consequently, no payment shall be made upon the sea routes on which nothing is paid at the present time.

In order to ascertain the weight of the correspondence forwarded in transit, whether in closed mails or in open mails,

there shall be taken, at periods which shall be determined upon by common consent, an account of such correspondence during two weeks. Until revised, the result of that account shall serve as the basis of the accounts of the Post Offices between themselves.

Each Office may demand a revision,—

1. In case of any important modification in the direction of the correspondence :
2. At the expiration of a year after the date of the last account.

The provisions of the present Article are not applicable to the Indian Mail, nor to the mails conveyed across the territory of the United States of America by the railways between New York and San Francisco. Those services shall continue to form the object of special arrangements between the Post Offices concerned.

ARTICLE XI.

The relations of the countries of the Union with countries foreign to the Union shall be regulated by the separate conventions which now exist or which may be concluded between them.

The rates of postage chargeable for the conveyance beyond the limits of the Union shall be determined by those conventions; they shall be added, in such case, to the Union rate.

In conformity with the stipulations of Article IX., the Union rate shall be appropriated in the following manner:—

1. The despatching Office of the Union shall keep the whole of the Union rate for the prepaid correspondence addressed to foreign countries.
2. The receiving office of the Union shall keep the whole of the Union rate for the unpaid correspondence originating in foreign countries.
3. The office of the Union which exchanges closed mails with foreign countries shall keep the whole of the Union rate for the paid correspondence originating in foreign countries and for the unpaid correspondence addressed to foreign countries.

In the cases mentioned under the numbers 1, 2, and 3, the Office which exchanges the mails is not entitled to any payment for transit. In all the other cases the transit rates shall be paid according to the stipulations of Article X.

ARTICLE XII.

The exchange of letters with value declared and of Post Office money orders shall form the subject of ulterior arrangements between the various countries or groups of countries composing the Union.

ARTICLE XIII.

The Post Offices of the various countries composing the Union are competent to draw up, by common consent, in the form of detailed regulations, all the measures of order and detail necessary with a view to the execution of the present Treaty. It is understood that the stipulations of these detailed regulations may always be modified by the common consent of the Offices of the Union.

The several Offices may make amongst themselves the necessary arrangements on the subject of questions which do not concern the Union generally; such as the regulations of exchange at the frontier, the determination of radii in adjacent countries within which a lower rate of postage may be taken, the conditions of the exchange of Post Office money orders, and of letters with declared value, &c., &c.

ARTICLE XIV.

The stipulations of the present Treaty do not involve any alteration in the inland postal legislation of any country, nor any restriction on the right of the contracting parties to maintain and to conclude treaties, as well as to maintain and establish more restricted unions with a view to a progressive improvement of postal relations.

ARTICLE XV.

There shall be organized, under the name of the International Office of the General Postal Union, a central office, which shall be conducted under the surveillance of a Postal Administration to be chosen by the Congress, and the expenses

of which shall be borne by all the Offices of the contracting States.

This Office shall be charged with the duty of collecting, publishing, and distributing information of every kind which concerns the International Postal Service; of giving, at the request of the parties concerned, an opinion upon questions in dispute; of making known proposals for modifying the detailed regulations; of notifying alterations adopted; of facilitating operations relating to international accounts, especially in the cases referred to in Article X. foregoing; and in general of considering and working out all questions in the interest of the Postal Union.

ARTICLE XVI.

In case of disagreement between two or more members of the Union as to the interpretation of the present Treaty, the question in dispute shall be decided by arbitration. To that end, each of the offices concerned shall choose another member of the Union not interested in the affair.

The decision of the arbitrators shall be given by an absolute majority of votes.

In case of an equality of votes the arbitrators shall choose, with the view of settling the difference, another Administration equally uninterested in the question in dispute.

ARTICLE XVII.

The entry into the Union of countries beyond sea not yet forming part of it, shall be effected on the following conditions:—

1. They shall make their application to the Administration charged with the management of the International Office of the Union.
2. They shall submit to the stipulations of the Treaty of the Union, subject to an ulterior understanding on the subject of the cost of sea conveyance.
3. Their adhesion to the Union must be preceded by an understanding between the Administrations having postal conventions or direct relations with them.

4. In order to bring about this understanding, the Administration charged with the management of the International Office of the Union shall convene, if there be occasion, a meeting of the Administrations interested, and of the Administration desiring admission.
5. When the understanding has been arrived at, the Administration charged with the management of the International Office of the Union shall give notice of the same to all the members of the General Postal Union.
6. If in a period of six weeks, counting from the date of that communication, no objections are presented, the adhesion shall be considered as accomplished, and notice thereof shall be given by the managing Administration to the Administration joining the Union. The definitive adhesion shall be completed by a diplomatic act between the Government of the managing Administration and the Government of the Administration admitted into the Union.

ARTICLE XVIII.

Every three years at least a Congress of plenipotentiaries of the countries participating in the Treaty shall be held with a view of perfecting the system of the Union, of introducing into it improvements found necessary, and of discussing common affairs.

Each country has one vote.

Each country may be represented either by one or several delegates, or by the delegation of another country.

Nevertheless, it is understood that the delegate or delegates of one country can be charged with the representation of two countries only; including the one they represent.

The next meeting shall take place at Paris in 1877.

Nevertheless, the period of this meeting may be advanced, if a demand to that effect be made by one third at least of the members of the Union.

ARTICLE XIX.

The present Treaty shall come into force on the 1st July, 1875.

It is concluded for three years from that date. When that term is passed, it shall be considered as indefinitely prolonged, but each contracting party will have the right to withdraw from the Union on giving notice one year in advance.

ARTICLE XX.

After the date on which the present Treaty comes into effect, all the stipulations of the special treaties concluded between the various countries and Administrations, in so far as they may be at variance with the terms of the present Treaty, and without prejudice to the stipulations of Article XIV., are abrogated.

The present Treaty shall be ratified as soon as possible, and, at the latest, three months previous to the date on which it is to come into force. The acts of ratification shall be exchanged at Berne.

In faith of which the plenipotentiaries of the Governments of the Countries above enumerated have signed it at Berne, the 9th October, 1874.

WM. JAS. PAGE.

STEPHAN.

GUNTHER.

LE BARON DE KOLBENSTEINER.

PILHAL.

M. GERVAY.

P. HEIM.

FASSIAUX.

VINCHENT.

J. GIFE.

FENGER.

MUZZI BEY.

ANGEL MANSI.

EMILIO C. DE NAVASCUES.

JOSEPH H. BLACKFAN.

B. D'HARCOURT.

A. MANSOLAS.

ALB. BETANT.

TANTESIO.

VON RÖBE.

C. OPPEN.

HOFSTEDE.

B. SWEERTS DE LANDAS WYBORGH.

EDUARDO LESSA.

GEORGE F. LAHOVARI.

BARON VELHO.

GEORGES POGGENPOHL.

MLADEN Z. RADOJKOVITSCH.

W. ROOS.

EUGENE BOREL.

NAEFF.

DR. J. HEER.

YANCO MACRIDI.

in Account with the Local Government, Cr.
31st December, 1875.

1875.

Dec. 31.—By amount paid Receiver General		\$12,750 00
“ Amount Postage on Official Correspondence.....	55 21	
“ Amount of Postage on Unclaimed Letters.....	54 29	
“ Amount paid for Special Mail Service and Incidental expenses of Post Office, year 1875.....	87 37	
“ Amount of Postage Stamps sent to Heligoland and Gautemala	12 12	
“ Amount of Discount on Postage Stamps sold, \$10,-283.44 at per cent.....	514 18	
		723 17
“ Balance to 1876 account...		3,009 82
		<u> </u>
		<u>\$16,482 99</u>

JOHN DELANY,
Postmaster General.

GEORGE LEMESSURIER,
Accountant.

Statement shewing the amount of Inland Postage collected at the several Post Offices in Newfoundland, during the year ended 31st December, 1875.

NAME OF OFFICE.				Amount.
Bay of Bulls	.....	.....	.....	\$1 33
Bonavista .	.....	.....	.....	2 69
Brigus . . . .	.....	.....	.....	74 28
Burgeo ..	.....	.....	.....	1 10
Burin . . . .	.....	.....	.....	55 84
Carbonear.	.....	.....	.....	29 87
Channel ..	.....	.....	.....	4 54
Ferryland	.....	.....	.....	2 54
Fogo . . . .	.....	.....	.....	5 43
Greenspond	.....	.....	.....	2 19
Harbor Briton	.....	.....	.....	3 67
Harbor Grace	.....	.....	.....	112 10
Heart's Content	.....	.....	.....	14 50
La Poile ..	.....	.....	.....	2 23
Little Placentia	.....	.....	.....	6 35
Placentia..	.....	.....	.....	7 33
Rose Blanche	.....	.....	.....	2 46
Trinity ..	.....	.....	.....	6 22
Twillingate	.....	.....	.....	4 28
				<hr/>
				338 95
St. John's.	.....	.....	.....	59 48
				<hr/>
				\$398 43

JOHN DELANY,
Postmaster General.

GEORGE LEMESSURIER,
Accountant.

Statement shewing the Amount of Postage collected at the several Post Offices in Newfoundland, on Correspondence per British Packet, during the year ending 31st December, 1875.

NAME OF POST OFFICE.				Amount.
Bay of Bulls	.....	.....	.....	\$1 35
Bonavista	.....	.....	.....	1 03
Brigus	.....	.....	.....	6 69
Burgeo	.....	.....	.....	4 23
Burin	.....	.....	.....	6 25
Carbonear	.....	.....	.....	10 26
Channel	.....	.....	.....	3 68
Ferryland	.....	.....	.....	2 37
Fogo	.....	.....	.....	2 52
Greenspond	.....	.....	.....	1 71
Harbor Briton	.....	.....	.....	12 74
Harbor Grace	.....	.....	.....	49 80
Heart's Content	.....	.....	.....	9 90
LaPoile	.....	.....	.....	5 04
Placentia	.....	.....	.....	5 17
Rose Blanche	.....	.....	.....	2 65
Trinity	.....	.....	.....	6 16
Twillingate	.....	.....	.....	5 92
				<hr/>
				137 47
St. John's	.....	.....	.....	309 46
				<hr/>
				\$446 93

JOHN DELANY,
Postmaster General.

GEORGE LEMESSURIER,
Accountant.

**Statement of amounts paid to Postmasters,
year ended 31st**

Name of Office.	Officer's Name.
General Post Office, St. John's	John Delany - - -
	George LeMessurier - - -
	Thomas S. Dwyer - - -
	John Freeman - - -
	George Gaden - - -
	James Campbell - - -
	John Higgins - - -
	John Power - - -
	E. LeMessurier - - -
	Patrick Burke - - -
Bay Bulls - - -	William Williams
Bonavista - - -	John Lawrence
Brigus - - -	Sarah Stentafor
Burin - - -	Thomas Winter
Burgeo - - -	Francis A. Parsons
Carbonear - - -	Nicholas Nicholle
Channel - - -	Nathan Smith
Ferryland - - -	John Morry
Fogo - - -	James Fitzgerald
Greenspond - - -	William Lang
Harbor Briton - - -	Thomas Birkett
Harbor Grace - - -	Andrew T. Drysdale
Ditto - - -	William Sharp
Heart's Content - - -	George Moore
La Poile - - -	Thomas J. De Boucier
Little Placentia - - -	Alexander Burke
New Perlican - - -	Francis Howell
Placentia - - -	Hannah Bradshaw
Rose Blanche - - -	Philip H. Sorsoliel
Trinity - - -	Ann Cross
Twillingate - - -	Joseph J. Pearce
Carried forward.....	.....

**Clerks, Way Officers, and Assistants,
December, 1875.**

Service.	Amount.
Postmaster General	\$1,660 00
Chief Clerk and Accountant	720 00
Superintendent Money Order Office	800 00
Second Clerk	650 00
Third Clerk	550 00
Assistant	280 00
Letter Carrier and Assorter	350 00
Assistant Carrier	240 00
Office Keeper	93 00
Pensioner	47 00
Postmaster	70 00
Ditto	100 00
Postmistress	242 00
Postmaster	120 00
Ditto	60 00
Ditto	290 00
Ditto	80 00
Ditto	80 00
Ditto	100 00
Ditto	100 00
Ditto	100 00
Ditto	450 00
Letter Carrier	52 00
Postmaster	80 00
Ditto	30 00
Ditto	70 00
Ditto	47 00
Postmistress	120 00
Postmaster	60 00
Postmistress	160 00
Postmaster	120 00
.....	<u>\$7,921 00</u>

**Statements of Amounts paid to Postmasters,
year ended 31st**

Name of Office.	Officer's Name.
Brought forward .....	.....
Bay Roberts	Eliza Moore
Bay-de-Verd	Charles Blundon
Bay St. George	Joseph LeGrandais
Bay of Islands	William Petipas
Bareneed	J. W. Butler
Black Head	John C. Moors
Bonne Bay	John R. Roberts
Branch	John W. English
Burnt Island	George Tweedill
Catalina	Stephen Janes
Cat's Cove	Thomas O'Brien
Clarke's Beach	George F. Payne
Codroy	James Hutchings
English Harbor	Selina Stirling
Exploits	Thomas Winsor
Fermeuse	John Connell
Fortune	Henry J. Haddon
Fortune Harbor	Richard Hamilton
Garnish	Sabina Grandy
Grand Bank	Jonathan Hickman
Grate's Cove	William Meadus
Hant's Harbor	Charles Green
Harbor Buffett	Ann Collett
Harbor Main	Johanna Ezekiel
Hermitage	Martha Frances
Herring Neck	Henry Miles
Holyrood	John Veitch
Island Cove	John Crane
Gooseberry Island	Charles Harris
Kelligrews	William Tilley
Carried forward .....	.....

**Clerks, Way Officers, and Assistants,
December, 1875.**

Service.	Amount.
.....	\$7921 00
Way Officer	24
Ditto	24
Ditto	24
Ditto	24
Ditto 6 months.....	4
Ditto	30
Ditto	20
Ditto 6 months.....	2
Ditto	8
Ditto	50
Ditto	8
Ditto 6 months.....	4
Ditto 6 months.....	4
Ditto	20
Ditto	20
Ditto	8
Ditto	35
Ditto	8
Ditto	24
Ditto	35
Ditto	8
Ditto	20
Ditto	20
Ditto	40
Ditto	24
Ditto	20
Ditto	20
Ditto	24
Ditto 6 months.....	4
Ditto 9 months.....	6
.....	\$8483 00

**Statement of Amounts paid to Postmasters,
year ended 31st**

Name of Office.	Officer's Name.
Brought forward .....	.....
King's Cove	Patrick Murphy
Lamaline	James Pittman
Little Bay Islands	John Campbell
Lower Island Cove	George Cooper
New Harbor	Thomas Newhook
Nipper's Harbor	W. J. Eaton
Northern Bay	Joseph Hogan
Oderin	Kate Maddox
Old Perlican	William Christian
Paradise	Patrick Haley
Petty Harbor	Jacob Bishop
Portugal Cove	Margaret Dooley
Port-de-Grave	Matthew O'Rielly
Pouch Cove	John Easterbrook
Pushthrough	Henry Camp
Rencontre	Joseph Earle
Salvage	Thomas Oldford
Salmonier, North	Matthew Carew
Ditto South	M. McCormack
Scilly Cove	Jacob Hiscock
Sound Island	Philip Brown
South Side, St. John's	George Read
Spaniard's Bay	W. H. Earle
St. Lawrence	Hugh Vavasour
St. Mary's	Patrick Walsh
Tilt Cove	Leander N. Gill
Topsail	James Moyse
Torbay	John Maguire
Trepassey	Elizabeth Devereux
Western Bay	Pierce Hanrahan
St. John's	Miss E. Solomon
Carried forward.....	.....

**Clerks, Way Officers and Assistants,
December, 1875.**

Service.	Amount.
.....	\$8,483 00
Way Officer	30
Ditto	24
Ditto	16
Ditto	20
Ditto	24
Ditto	24
Ditto 10 months.....	6 66
Ditto	24
Ditto	24
Ditto	24
Ditto	8
Ditto	35
Ditto	19
Ditto 6 months.....	10
Ditto	20
Ditto 6 months.....	2
Ditto	20
Ditto	24
Ditto	8
Ditto	8
Ditto	16
Ditto 6 months.....	4
Ditto	16
Ditto	24
Ditto	40
Ditto	19
Ditto	20
Ditto	20
Ditto	24
Ditto	20
Pensioner, 1 quarter.....	57 75
.....	\$9,114 41

JOHN DELANY, *Postmaster General.*
GEORGE LEMESSURIER, *Accountant.*

**Statement of Amounts paid to Contractors and others,
for Carriage of Mails, during the year ended 31st
December, 1875.**

Route.	Contractor's Name.	Remarks.	Amounts.
Brigus & Bay Roberts	E. Moore	- -	\$90 00
Ditto & Cupids	Wm. Ledrow.....	- -	48 33
Ditto & Hr. Main	J. Ezekiel	- -	69 24
Ditto & Port-de-Grave	Matthew O'Rielly ..	- -	79 24
Brooklyn and King's Cove.....	M. D. Stares.....	- -	90 00
Burin and Placentia.	John Collins	- -	692 32
Ditto and Garnish..	Lewis Butler.....	10 months	123 26
Ditto and Lamaline.	Albin Barbage	- -	195 40
Bonavista & Trinity.	Thos. White.....	- -	161 52
Bonavista & Greens- pond.....	Robert Ford	- -	276 92
Carbonear and New Perlican	Joseph Peers.....	- -	148 00
Carbonear and Bay- de-Verd	James Evans.....	- -	140 00
Carbonear and Bay- de-Verd	Wm. Perfect	- -	60 00
Channel & Bonne Bay	George Le Moine..	Winter route, 4 trips.	800 00
Ditto ditto	John Poole	Summer Service.	1400 00
English Harbor and Belleoram	John Rose	- -	46 16
Ferryland and Tre- passey	Patrick Ryan	- -	184 60
Garnish and Fortune	Josiah Hiscock.....	- -	180 00
Gaultois & Hermitage	John Dowding.....	- -	80 00
Grate's Cove & New Perlican	George Howell.....	- -	235 38
Carried forward...	.....	- -	<u>\$5100 37</u>

**Statement of Amounts paid to Contractors and others,
for Carriage of Mails, during the year ending 31st
December, 1875.—(Continued.)**

Route.	Contractor's Name.	Remarks.	Amounts.
Brought forward.....			\$5100 37
Great and Little Placentia	Alexander Burke .	- - -	46 16
Harbor Briton and Channel	William Pink	- - -	800 00
Harbor Briton and Hermitage	John Harris	- - -	138 48
Harbor Briton and Garnish	William White ...	- - -	507 72
Harbor Grace and Island Cove	John Crane	- - -	73 84
Harbor Grace and New Harbor ..	Edward Woodman .	- - -	75 00
Heart's Content and Heart's Delight ..	Thomas Faust	- - -	40 00
Heart's Delight and Green's Harbor ..	Henry Jackson ...	- - -	40 00
Placentia and Mersheen	Patrick Murphy ..	- - -	392 28
Placentia and Branch Lawn Ferry	Pierce Burke	11 Trips..	55 00
Lawn Ferry	Andrew Strong ...	- - -	14 40
St. John's and Ferryland	Martin Lambert ..	- - -	220 00
St. John's and Placentia	M. E. Sinnott]	- - -	276 92
St. John's and Petty Harbor	Emanuel Chafe ...	- - -	40 00
St. John's and Portugal Cove	William Coughlin .	- - -	160 00
Carried forward.....			<u>\$7980 17</u>

**Statement of Amounts paid to Contractors and others,
for Carriage of Mails, during the year ended 31st
December, 1875.—(Continued.)**

Route.	Contractor's Name.	Remarks.	Amounts.
Brought forward.....			\$7980 17
St. John's and Har- bor Main	William Coughlan..	- - -	140 00
St. John's and Pla- centia	Ditto	- - -	400 00
St. John's and Carbo- near	Ditto	Winter Route, 31 trips.....	620 00
St. John's and Car- bonear	Ditto	Fall Route 12 trips ..	240 00
St. John's, Placentia and Carbonear ..	Ditto	2 extra trips	40 00
St. John's and Pouch Cove	John Maguire	7½ months	25 00
Saint John's, New Harbor, Random, Greenspond, Fogo, Twillingate, &c....	Woodman, Pritch- ett and others	Northern Mail, win- ter 1875 .	1516 00
St. Kyran's and Para- dise	Thomas Sullivan ..	- - -	230 76
St. Mary's and Sal- monier	John Harley	6 months.	56 00
St. Mary's and Sal- monier	Matthew Carew ..	6 months.	60 00
Trinity and New Per- lican	Peter Coleman	- - -	884 64
Trinity and Shoal Harbor	G. Harrington	- - -	112 00
Carried forward.....			\$12304 57

Statement of Amounts paid to Contractors and others, for Carriage of Mails, during the year ending 31st December, 1875.—(Continued.)

Route.	Contractor's Name.	Remarks.	Amounts.
Brought forward.....			\$12304 57
Trinity and King's Cove	Jessie Janes	- - -	115 36
Twillingate and Herring Neck	— Hayter	- - -	80 00
Brigus to Harbor Grace	Strickland & Fardy.	Labrador & English Mails.	22 00
			<u>\$12521 93</u>

JOHN DELANY,
Postmaster General.

GEORGE LEMESSURIER,
Accountant.

Statement shewing the Gross Revenue collected at the several Post Offices in Newfoundland, in Postage, and for Postage Stamps sold during the year ended the 31st day of December, 1875.

Name of Post Office.	Postage collected.	Stamps sold.	Totals.
Bay of Bulls	\$2 68	\$24 00	\$26 68
Bonavista	3 72	50 00	53 72
Brigus	80 97	398 75	479 72
Burgeo	5 33	66 00	71 33
Burin	62 09	20 00	82 09
Carbonear	40 13	291 00	331 13
Channel	8 22	94 50	102 72
Ferryland	4 91	58 00	62 91
Fogo	7 95	87 00	94 95
Greenspond	3 90	78 54	82 44
Harbor Briton	16 41	178 00	194 41
Harbor Grace	161 90	875 00	1036 90
Heart's Content	24 40	129 10	153 50
La Poile	7 27	36 00	43 27
Little Placentia	6 35		6 35
Placentia	12 50	61 00	73 50
Rose Blanche.. . . .	5 11	90 62	95 73
Trinity	12 38	110 00	122 38
Twillingate	10 20	175 00	185 20
	476 42	2822 51	3298 93
St. John's	368 94	7460 93	7829 87
	\$845 36	\$10283 44	\$11128 80

JOHN DELANY,
Postmaster General.

GEORGE LEMESSURIER,
Accountant.

Statement shewing the number of Registered Letters received and sent through the General Post Office in Newfoundland, during the year ended 31st December, 1875.

	Number.
Received from the United Kingdom	439
Received from British Provinces	534
Received from United States	255
Received from Postmasters	1415
Registered at St. John's	1177
Total	<u>3820</u>
Sent to United Kingdom	455
Sent to British Provinces	316
Sent to United States	319
Sent to Postmasters for delivery	1053
Returned, as the parties to whom addressed could not be found	4
Delivered at St. John's	1673
Total	<u>3820</u>

JOHN DELANY,
Postmaster General.

GEORGE LEMESSURIER,
Accountant.

Statement shewing the number of Dead Letters received at the Dead Letter Office, St. John's, Newfoundland, during the year ended 31st December, 1875, and how disposed of.

	Number.
Received from Postmasters	1299
Received from United Kingdom.....	177
Received from British Provinces	386
Received from United States	320
Total.....	<u>2182</u>
Returned to writers in Newfoundland	854
Returned to General Post Office, London	549
Returned to British Provinces	255
Returned to United States	168
Dead Letters, the writers of which could not be found	356
Total.....	<u>2182</u>

JOHN DELANY,
Postmaster General.

GEORGE LEMESSURIER,
Accountant.

Statement shewing the number of Mails and Letters contained therein, received at and despatched from the General Post Office, St. John's, Newfoundland, during the year ended 31st December, 1875.

	No. of Mails.	No. of Letters.
Received from Outports	1891	83343
“ “ Labrador	11	7357
“ “ United Kingdom.....	118	77056
“ “ British Provinces and Foreign Countries	436	83124
Despatched to Outports	2450	91542
“ Labrador.....	7	4868
“ United Kingdom	117	60564
“ British Provinces and Foreign Countries	210	66798
	<hr/> 5240	<hr/> 474652
Increase over 1874, received and despatched.	452	32447

JOHN DELANY,
Postmaster General.

GEORGE LEMESSURIER,
Accountant.

Dr. The Postmaster General year ended 31st

1875.		
Jan. 1.—To	amount of Postage Stamps remaining on hand, 31st December, 1874.....	\$51,343 43
Dec. 31.—“	amount received from the Colonial Secretary, year ended 31st December, 1875	908 00
		\$52,251 43

**Postage Stamp Account,
December, 1875.**
Cr.

1875.	
March 31.—By	Amount of Postage Stamps sold during quarter ended this date.. \$2,092 00
June 30.— “	Amount of Postage Stamps sold during quarter ended this date.. 2,282 90
Sept. 30.— “	Amount of Postage Stamps sold during quarter ended this date.. 3,150 00
Dec. 31.— “	Amount of Postage Stamps sold during quarter ended this date.. 2,758 54
“ “	Balance, being amount of Postage Stamps remaining on hand this 31st December, 1875
	<u>41,967 99</u>
	<u>\$52,251 43</u>

JOHN DELANY,
Postmaster General.

GEORGE LEMESSURIER,
Accountant.

Statement shewing the number and amount of Money Orders issued and paid, and the Commission accruing thereon, at the several Money Order Offices in operation during the year ending 31st December, 1875.

Offices.	No. of Orders Issued.	Amount.	Commis- sion.	No. of Orders Paid.	Amount.
Bay Bulls .....	.....	.....	.....	1	\$ 19 64
Bonavista	30	\$ 575 41	\$ 5 78	4	115 95
Brigus	39	876 78	10 36	29	844 21
Burgeo	4	67 20	97	3	80 10
Burin	34	645 98	12 33	11	230 63
Carbonear	60	1223 48	22 88	27	544 10
Channel	31	1247 50	10 13	15	325 22
Ferryland	9	80 84	2 26	9	158 11
Fogo	3	27 36	96	.....	.....
Greenspond	20	725 94	5 98	3	82 96
Harbor Briton..	63	1697 98	30 23	9	143 76
Harbor Grace ..	289	6060 30	80 90	89	2159 37
Heart's Content	85	1332 97	18 58	.....	.....
Placentia	2	18 70	15	5	94 38
Rose Blanche ..	24	433 15	6 06	4	138 23
St. John's	1110	22647 42	457 82	597	13887 21
Trinity.....	39	654 47	8 27	6	144 00
Twillingate	22	210 92	6 96	18	217 88
	1864	\$38526 40	\$680 62	830	\$19185 75

JOHN DELANY,
Postmaster General.

T. S. DWYER,
Superintendent.

Statement shewing the extent of Money Order Transactions with the United Kingdom and Dominion of Canada, during the year ending 31st December, 1875.

Countries.	Orders issued in Newfoundland, payable in other Countries.		Orders issued in other Countries, payable in Newfoundland.	
	No.	Amount.	No.	Amount.
England	689	\$11937 78	120	\$2203 09
Ireland	161	2291 84	14	251 92
Scotland	191	3941 10	10	137 76
Total of United Kingdom.	1041	18870 72	144	2592 77
Ontario and Quebec.....	133	2552 20	104	2630 44
Nova Scotia	185	4863 96	63	1312 12
New Brunswick	17	350 76	39	1134 70
Prince Edward Island....	18	403 72	18	474 98
	1394	\$27041 36	368	\$8145 01

JOHN DELANY,
Postmaster General.

T. S. DWYER,
Superintendent.

**Summary of Money Order Transactions, for the year
ending 31st December, 1875.**

	No. of Or- ders issued.	Amount.
Orders issued in Newfoundland, payable United Kingdom.....	1041	\$18870 72
“ “ in Newfoundland, payable in Ontario and Quebec ...	103	2552 20
“ “ in Newfoundland, payable in Nova Scotia.....	185	4863 96
“ “ in Newfoundland, payable in New Brunswick	17	350 76
“ “ in Newfoundland, payable in Prince Edward Island ..	18	403 72
	<hr/>	<hr/>
	1364	27041 36
Orders issued in United Kingdom, payable in Newfoundland	144	2592 77
“ “ in Ontario and Quebec, payable in Newfoundland.....	104	2630 44
“ “ in Nova Scotia, payable in New- foundland	63	1312 12
“ “ in New Brunswick, payable in Newfoundland	39	1134 70
“ “ in Prince Edward Island, pay- able in Newfoundland	18	474 98
	<hr/>	<hr/>
	1732	\$35186 37

JOHN DELANY,
Postmaster General.

T. S. DWYER,
Superintendent.

Commission Account.

Dr.

To proportion paid British and Dominion Offices...	\$194 04
“ Amount passed to Revenue Account, 31st December, 1875.....	500 00
“ Balance carried to Credit of 1876	14 97
	\$709 01

Cr.

By Balance from 1874.....	\$20 49
“ Cash received for Commission on issue of Newfoundland	680 62
“ Cash received from Dominion Offices	7 90
	\$709 01

JOHN DELANY,
Postmaster General.

T. S. DWYER,
Superintendent.

**Comparative Statement of Money Order Transactions,
for the past Five Years,**

Years.	No. of Orders issued.	Amount of Orders issued.	Commis- sion on issued.	No. of Orders paid.	Amount of Orders paid.
1871	1183	\$24969 81	\$474 40	515	\$12152 43
1872	1189	25001 52	446 37	585	12711 38
1873	1508	30380 83	595 08	642	17777 95
1874	1632	33889 08	636 36	705	15409 56
1875	1864	38526 40	680 62	830	19184 75

JOHN DELANY,
Postmaster General.

T. S. DWYER,
Superintendent.

No. 16.**Report of the Hon. John H. Warren, H. M. Surveyor General.**

To His Excellency Sir STEPHEN J. HILL, K. C. M. G. & C. B., Governor, Commander-in-Chief in and over the Island of Newfoundland and its Dependencies, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit to Your Excellency the following Report of the proceedings, transactions and affairs of the Department of Crown Lands for the past year, ending on December 31st, 1875.

AGRICULTURAL LANDS.

Under the Consolidated Statutes, Title 13, Chap. 45, there have been issued Sixty-five Grants, containing Four hundred and four acres and twenty perches, for which fees were received to the amount of Eighty-three dollars and forty-two cents, as shewn in the returns attached marked A.

Under the Consolidated Statutes, Title 13, Chap. 46, there were issued Four Licenses of Occupation, containing Fifty-three acres, one rood, and thirty-four perches; Four Licenses of Occupation for Mill Sites, containing Six hundred and twenty-two acres and two roods; and seven grants in fee, containing One hundred and twenty-nine acres, one rood and nineteen perches, to persons who have complied with the conditions of the Licenses previously held under this Statute, as shewn in return, marked B.

MINERAL LANDS.

Three applications for Grants of One Square Mile were received from parties who had previously held the same under Licenses to Search for Minerals, the fees for which amounted to One hundred and thirty-eight dollars and fifty-two cents, and there were issued two grants of One Square Mile each, as shewn in the returns hereto attached, marked C.

There were also Fifty-two applications for Licenses to Search for Minerals on land containing about One hundred and fifty Square Miles, the fees on which amounted to Eleven hundred and ninety-nine dollars and sixty-four cents. Three of these applications, the fees on which amounted to Sixty-nine dollars and twenty-one cents, were subsequently withdrawn, as appears in the Cash Account.

There were issued during the year Twenty-two Licenses to Search for Minerals, and there are still Fifty-one applications under the consideration of the Executive Council.

TIMBER LANDS.

Within the year Four applications for Timber Limits for Lumbering purposes, each containing Thirty-six Square Miles, have been received, namely, one in Loo Bay, one in New Bay in the Bay of Notre Dame—one inland from Freshwater Bay—and one on the Gander river, as shewn in returns marked E, but as no Rules and Regulations for the issue of such Licenses have yet been made known to this Department, there has as yet been nothing done about these applications.

Having in my Report of last year, so fully pointed out the utility of Surveying and Blocking off the Agricultural lands in several of the Outports to meet the demands of Applicants, I feel that it is now unnecessary for me to repeat the same. I would however again urge the necessity of a correct Survey of the Mineral Lands which are now much sought after, especially in Notre Dame Bay, and for which so many applications have been made, in order to prevent that confusion which must inevitably arise owing to the inaccuracy of the present Charts.

I have often referred also to the trouble and annoyance inflicted upon this Office, through the many inaccurate Surveys furnished by some of our Outport Deputy Surveyor's, of the expense as well as the trouble consequent thereon, entailed upon this Department, I need only mention the following as an instance.

As many of the Settlers hold their claims on the land by License of Occupation for five years, and as many of these are now claiming their grants in fee, on the plea of having fulfilled

the conditions of the Act, it became necessary to send some one from this Department to see how far such conditions had been complied with, and to test the accuracy of their Surveys. I accordingly made arrangements that Mr. Long should proceed during the past summer to Notre-Dame-Bay, to Bonavista Bay, and to Trinity Bay, to examine their various holdings.

On that Officer proceeding to these places, he took with him over Two hundred diagrams of Surveys for examination, when it was found that most of these, especially those of Goose Bay, in Bonavista Bay, were found so inaccurate that it was deemed necessary to withhold issuing grants, until new Surveys should be made, and the land freshly allocated.

Had grants been issued on those Surveys they would have resulted in inextricable confusion, as many of the boundary lines intersect each other, and thus the same land would have been granted to more than one party.

A comparative statement of the number of Grants, Licenses of Occupation for Agricultural and Mineral purposes, also for Mill Sites, issued the present and past years, is herewith attached.

Respectfully submitted,

(Signed) JOHN H. WARREN,
H. M. Surveyor General.

A. Return of Grants issued by the

Date when issued.	Name.	Date of Grant.	Quantity.			Where Registered.	
			A.	R.	P.	Vol.	Folio.
1875.							
Jan. 4	Protestant Board of Education ..	Jan. 4, 1875 ...	...	2	23	20	101
Jan. 6	Dr. Robert White	May 11, 1874...	16	2	22	...	28
Jan. 27 ...	Temperance Hall	Jan. 23, 1875...	...	...	10	...	109
Feb. 5	Right Rev. Edward Feild... ..	Sept. 29, 1874 ..	2	3	18	...	103
Feb. 5	Rev. G. S. Milligan	Dec. 14, 1874...	1	...	9	...	102
March 27...	William J. Street	Oct. 24, 1871 ...	4	...	10	18	67
March 31...	Rev. Henry Petley	Sept. 26, 1874 ..	24	3	15	20	100
May 1	Geo. Jeans & Thos. Gillingham..	April 26, 1873 ..	13	2	18	19	123
June 5.....	George Call... ..	March 2, 1874 ..	13	3	9	20	25
" 5.....	Ditto	Feb. 12, 1875...	4	...	...	...	113
" 26 ...	Emanuel Foote	Dec. 15, 1874...	...	...	24	...	105
July 22 ...	Josiah Colburne... ..	July 21, 1875...	2	...	38	...	116
" 31 ...	William Murcell... ..	" 28, " ...	4	...	32	...	119
" 31 ...	Lydia Murcell	" " " ...	3	1	...	...	120
" 31 ...	Robert Shelley	" " " ...	1	2	36	...	121
Aug. 5 ...	John Jure	" " " ...	7	...	12	...	118
" 17 ...	Edmund Foley	Aug. 17 " ...	25	...	...	...	122
Sept. 18 ...	John Jocelyn	Sept. 18, " ...	108	...	...	...	117
Oct. 9	Jonas Picket	Oct. 7, " ...	...	3	15	...	128

Surveyor General for year 1875.

Locality.	No.	Amount of Grant.		Paid Office.		Paid Deputy.		Remarks.
		\$	c.	\$	c.	\$	c.	
near New Harbor, Trinity Bay	3641	00	24	.....	.....	.....	.....	Free.
Trinity	3567	8	50	5	50	8	00	
Old Perlican	3642	00	24	.....	.....	.....	.....	Free.
Between Dildo and New Harbor	3594	00	24	.....	.....	.....	.....
Ladle Cove, Twillingate and Fogo	3631	00	24	00	24	.....	.....
Spillar's Cove, Bonavista Bay	3338	2	00	2	00	.....	.....
Between Dildo & New Hr. Trinity Bay	3695	12	50	6	75	5	75	
Greenspond, Bonavista Bay	3456	7	00	7	00	.....	.....
Caplin Cove, Bay-de-Verds	3531	7	00	7	00	.....	.....
Ditto Ditto	3643	2	00	.....	.....	.....	.....	Paid in Office '74
Harbor Briton	3639	1	15	1	15	.....	.....
Twillingate	3644	1	15	1	15	.....	.....
Little Bay Island	3652	2	00	.....	85	1	15	
Ditto	3653	1	50	.....	35	1	15	
Apsey Cove, Twillingate and Fogo	3651	1	15	.....	.....	1	15	
Exploits, Ditto	3649	3	50	1	35	1	15	
Green Dale, Brigus, Con. Bay	3654	.....	24	.....	.....	.....	.....	Free.
Quidi Vidi, St. John's, East	3655	100	.....	100	.....	.....	.....
Fair Island, Bonavista Bay	3656	1	15	.....	.....	1	15	

Return of Grants issued by the

Date when issued.	Name.	Date of Grant.	Quantity.			Where Registered.	
			A.	R.	P.	Vol.	Folio.
1875.							
Oct. 22	John Whelan	April 15, 1873	3	3	3	19	66
" 25	William Bennett	Oct. 22, 1875	1	3	24	20	132
" 25	James Woodrow	" " "			34		131
" 26	Isadore Giason	" " "	1		1		133
" 26	W. & Jas. Street & Robt. Ryder	" " "	2	6			134
" 27	John Bradbury (of William)	" " "	1		36		135
" 27	William and Henry Bradbury	" " "		3	15		136
" 27	William Frazer	" " "	1		30		137
" 28	Patrick Brennan	" " "	3	1	5		138
" 28	William Brothers (of John)	" " "	4	2	38		139
" 28	Michael Gorman	" " "		3	29	20	140
" 29	James Devine	" " "	1	1	11		141
Nov. 1	Richard Targate	May 9, 1874	4	3	8		33
" 2	Elisha Pike	Oct. 22, 1875		1	13	21	2
" 2	Rev. Thomas Harris	" 16, "		2		20	120
" 3	Michael Tobin	" 30, "	11		20	21	1
" 9	Richard Gosse	Nov. 8, "	4	1	34		3
" 9	M., Rich., Pat. & Peter Cathin	" " "	1	1	7		4
" 9	Rev. C. Meek	" " "		3	26		5

Surveyor General for year 1875.

Locality.	No.	Amount of Grant.		Paid Office.		Paid Deputy.		Remarks.
		\$	c.	\$	c.	\$	c.	
Cupids, Conception Bay	3452	2	...	1	...	1	...	
Channel	3664	2	...	...	...	2	...	
Bay-de-Verd	3670	1	50	...	...	...	...	Paid in Office '74
Channel	3663	1	50	...	...	1	50	
Bonavista	3671	1	15	...	...	1	15	
Northern River, Port-de-Grave ...	3666	1	15	...	...	1	15	
Bay Roberts	3669	1	15	...	...	1	15	
Ditto	3668	1	15	...	...	1	15	
Ferryland	3659	1	50	...	...	1	50	
Fermeuse	3660	2	50	2	50	...	...
Burin	3662	1	15	...	...	1	15	
Renews	3661	1	15	...	...	1	15	
Holyrood	3563	2	50	2	50	...	...
Channel	3665	1	15	...	...	1	15	
Fogo	3658	...	24	...	24	...	...
St. John's	3675	5	50	5	50	...	...
Spaniard's Bay	3677	2	...	...	84	1	16	
Gooseberry Island	3678	1	15	...	...	1	15	
Fogo	3674	...	24	...	...	...	...	U. Fisherman's Society, Free.

A. Return of Grants issued by the

Date when issued.	Name.	Date of Grant.	Quantity.			Where Registered.	
			A.	R.	P.	Vol.	Folio.
1875.							
Nov. 11 ...	Catherine Lamasney... ..	Nov. 9, 1875...	3	3	6	...	7
" 11 ...	John Williams	" 9, " ...	4	3	...	...	8
" 15 ...	Charles D. Chambers... ..	" 9, " ...	...	2	35	...	9
" 16 ...	Rev. Thomas Sears	" 9, " ...	6	3	39	...	6
" 19 ...	Thomas Power	" 9, " ...	2	...	16	...	11
" 19 ...	Herbert Whiffin... ..	" 9, " ...	3	2	30	...	10
" 20 ...	John Dawe	" 19, " ...	7	2	8	...	12
" 20 ...	Amos Goudie	" 19, " ...	7	...	18	...	13
" 22 ...	William Shanahan	" 19, " ...	9	...	...	...	14
" 23 ...	Robert Pearcey	March 2, 1874 ..	...	3	13	20	18
" 23 ...	Edward Thompson	" 2, " ..	1	...	1	19	142
" 30 ...	James Gosse	April 26, 1872...	7	2	36	18	140
Dec. 6 ...	George Williams	Nov. 9, 1875 ...	6	1	17	21	15
" 14 ...	Timothy Costelow	Dec. 11, 1875...	19	1	30	...	16
" 14 ...	James Parham	" 11, 1875...	3	...	33	...	17
" 16 ...	M. Delany, Bros., & Thos. Farrel	Nov. 8, 1875...	13	3	31	...	19
" 16 ...	Diocesan Synod	Dec. 11, " ...	...	3	24	...	18
" 16 ...	Ditto	" 11, " ...	9	...	39	...	20
" 16 ...	Rev. Thomas Harris	" 11, " ...	...	3	27	...	21

Surveyor General for year 1875.—(Continued.)

Locality.	No.	Amount of Grant.		Paid Office.		Paid Deputy.		Remarks.
		\$	c.	\$	c.	\$	c.	
Ferryland	3686	2	00	1	00	1	00	
Woody Island, Harbor Buffett...	3684	2	50	2	50			
Harbor Buffett	3692	1	15	1	15			
Grand Bay	3685	00	24	.....	24			
Harbor Buffett	3694	1	15	1	15			
Ditto	3682	2	00	2	00			
Northern Gut	3705	3	50	2	50	1	00	
N. W. Arm of Green Bay	3704	3	50	2	35	1	15	
Ferryland	3706	4	50	.....	.....	.....	.....	Paid by Bonus.
Pass Island, Fortune Bay	3525	1	15	1	15			
Harbor Briton	3526	1	15	1	15			
Spaniard's Bay... ..	3387	4	00	.....	84	1	16	
Bay Bulls	3683	3	50	1	84	1	66	
Cat's Cove... ..	3712	9	50	6	50	1	00	\$2.00 paid for Survey.
Whale Cove	3717	1	50	1	50			
Bay Roberts	3676	6	50	6	50			
Bay-de-Verd	3714	00	24	.....	24			
Twillingate, South Island	3713	00	24	.....	24			
Ditto Ditto	3709	00	24	.....	.....	.....	.....	Not paid for.

A. (Continued) Return of Grants issued by the

Date when issued.	Name.	Date of Grant.	Quantity.			Where Registered.	
			A.	R.	P.	Vol.	Folio.
1875.							
Dec. 17 ...	John Gregory	Dec. 11, 1875...	...	...	...	34	21 23
" 17 ...	John Le Moine	" " " ...	1	...	...	28	... 24
" 20 ...	John Brunnock	Jan. 17, 1870...	8	2	23	17	12
" 20 ...	Rev. George S. Milligan	Nov. 9, 1875...	1	2	32	21	25
" 20 ...	Thomas Badcock	" " " ...	1	...	...	16	... 26
" 20 ...	Patrick Hearn	Dec. 11, 1875...	2	...	...	22	... 27
" 23 ...	William Pennel ... ..	" " " ...	...	3	25	...	22
" 30 ...	Anthony Figarie... ..	" " " ...	...	2	14	...	28
			414	00	20		

CROWN LAND'S DEPARTMENT, }
Dec. 31st, 1875. }

Surveyor General for year 1875.—(Continued.)

Locality.	No.	Amount of Grant.		Paid Office.		Paid Deputy.		Remarks.
		\$	c.	\$	c.	\$	c.	
Brigus, South	3720	1	15	1	15			
Channel	3722	1	15			1	15	
Seal Cove	3077	4	00					Paid Bonus '69.
Bet'n N. Salvage & Happy Adventure	3696	00	24					Not paid.
French's Cove, Bay Roberts	3681	1	15			1	15	
Southern Gut	3707	1	15			1	15	
Trepassey	3716	1	15	1	15			
Channel	3708	1	16	1	16			
				\$183	42			
Less this Amount refunded to John Jocelyn ...				100	00			
				\$83	42			

JOHN H. WARREN,
H. M. Surveyor General.

B. Return of Licenses of Occupation issued

Date of issue.	Name.	Quantity.			Where Registered.	
		A.	R.	P.	Vol.	Folio.
1875.						
July 10...	Thomas Greening	5	1	31	2	31
“ 10	John White... ..	17	1	27	.....	41
Oct. 25 ...	Thomas Hollohan	20	2	16	.....	28
Nov. 10...	Patrick Mahoney	10	.....	.....	.....	45
	Acres...	53	1	34		

CROWN LAND'S DEPARTMENT, }
Dec. 31st, 1875. }

Mill Sites.

Oct. 25 ...	John M. Nurse	200	.....	.....	2	54
“ 25 ...	John McDougall	190	.....	.....	.....	55
Nov. 3 ...	Joseph Tilley	32	2	.....	.....	27
“ 11 ...	Isaac Henry & Edmund Tilley ...	200	.....	.....	.....	53
		622	2			

CROWN LAND'S DEPARTMENT, }
Dec. 31st, 1875. }

by Surveyor General for 1875.

No. of License.	Date of License.	Locality.	Remarks.
103	June 16, 1875...	Brooklyn, Bonavista Bay.	
113	" 16, " ...	Southern Bay, Bonavista Bay.	
100	Oct. 22, " ...	Sweet Bay, Bonavista Bay.	
119	Nov. 9, " ...	Mussel Pond, St. Mary's Bay.	

JOHN H. WARREN,
H. M. Surveyor General.

Mill Sites,

126	Oct. 22, 1872...	Twillingate.	
127	" 22, " ...	Gander River.	
99	" 22, " ...	Peaton's Pond, Random Sound.	
125	Nov. 9, ...	Lee Bight, Random Sound.	

JOHN H. WARREN,
H. M. Surveyor General.

B. Return of Free Grants issued by

Date of issue.	Name.	Quantity.			Where Registered.	
		A.	R.	P.	Vol.	Folio.
1875.						
May 28 ...	Elias Brown	39	1	30	1	59
July 10 ...	James Hart... ..	6	1	24	1	60
Aug. 2 ...	Samuel Pie... ..	9	3	24	1	62
" 2 ...	Thomas Croak	25	.....	.....	1	61
" 7 ...	George Collins	23	2	3	1	64
" 11 ...	Thomas Pie	12	1	.....	1	63
" 11 ...	Israel Taylor	12	3	28	1	65
		129	1	19		

CROWN LAND'S DEPARTMENT, }
Dec. 31st, 1875. }

Surveyor General for year 1875.

No. of Grant.	Date of Grant.	Locality.	Remarks.
59	Dec. 17, 1874... ..	Musgrave Town.	
60	June 16, 1875... ..	Goose Bay.	
62	July 27, "	Musgrave Town.	
61	" 27, "	S. E. Mountain, Placentia.	
64	" 27, "	Garia Bay, Burgeo & La Poile.	
63	" 27, "	Power's Cove, Brooklyn.	
65	" 27, "	James Cove, Musgrave Town.	

JOHN H. WARREN,
H. M. Surveyor General.

C. Application for Grants for Mineral Lands, during the year, 1875.

Date of Application.	Name of Applicant.	Locality.	Quantity of Land.	Fees.	
				\$	c.
June 12 ...	C. F. Bennett...	South-West Tilt Cove ...	1 Square Mile	46	14
Aug. 2 ...	James Norris ...	Walsh's Cove, Notre Dame Bay ...	1 Square Mile	46	14
Oct. 23 ...	John H. Cathrea	Kippen's Brook... ..	1 Square Mile	46	14
				188	42

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LAND'S DEPARTMENT, }
31st Dec., 1875. }

Grants of Mineral Lands, issued by Surveyor General, during the year, 1875.

Date of Grant.	Name of Grantee.	Locality.	Quantity of Land.	Registered.	
				Vol.	Folio.
July 29 ...	C. F. Bennett...	South-West of Tilt Cove ...	1 Square Mile	1	10
Nov. 9 ...	Jas. Norris, Jr..	Walsh's Cove	1 Square Mile	1	11

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LAND'S DEPARTMENT, }
31st Dec., 1875. }

E. Return of Applications for Timber Limits received by Surveyor General, 1875.

Date.	Name of Applicant.	Residence.	Quantity applied for	Locality.
1875.				
April 20.	Joseph Cooper	St. John's .	36 sq. m's.	On Trytown Brook, inland from Freshwater Bay, Bonavista Bay.
Oct. 22.	Francis Ellershausen ...	Nova Scotia	Ditto	In Loo Bay, Notre Dame Bay.
" 22.	Ditto ...	Ditto	Ditto	In New Bay, Notre Dame Bay.
Dec. 22.	Francis McDougall & Sons	St. John's .	Ditto	On Gander River.

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LAND'S DEPARTMENT, }
Dec. 31st, 1875. }

Comparative Statement of Grants, Licenses, &c., issued from the Surveyor General's Office, during the years 1874, 1875.

	1874.			1874.		
	No.	Contents.		No.	Contents.	
		A.	R. P.		A.	R. P.
Crown Lands for Agricultural and fishery purposes, Con. Statutes, Title 13, Cap. 45, 46.						
Grants issued	150	581	1 35	65	404	20
Licenses of Occupation issued	16	173	20	4	153	1 34
Grants in Fee	39	651	1 30	7	129	1 19
Licenses for Mill Sites	2	190		4	522	2
Grants for Ditto	1	200				

MINERAL LANDS.

	1874.	1875.
Applications for Licenses to Search	64	52
Ditto for Grants	2	3
Licenses issued	57	22
Grants	2	2

JOHN H. WARREN,
H. M. Surveyor General.

CROWN LAND'S DEPARTMENT, }
31st Dec., 1875.

No. 17.**Report of Physician, Superintendent, Lunatic Asylum.**

LUNATIC ASYLUM, }
31st Dec., 1875. }

During the past year 166 cases of insanity have been under treatment, and, at times, the pressure upon the resources of the Institution, to receive and accommodate patients, has been very great, especially in the Male department. The occupation of the Wing for Females having relieved that department considerably from their crowded condition, and offered means also for the final removal of Insane Females from the Poor House. The consequent increase of resident Females, however, is, from 52 as in the previous year, to 65, in 1875. The number of both sexes under treatment has increased considerably, being that of 166 to 146 in 1874, so also the number of patients remaining on the 31st December is 123, and the average number of residents, throughout the year, $120\frac{3}{4}$, the highest figures yet reached. The discharge of patients under treatment have been numerous, for if the 8 chronic cases, admitted from the Poor House, and 2 similar ones re-admitted from St. John's be excepted, the number of curable cases received was 47, of which 32 were dismissed, for the most part, quite recovered from their distressing malady, and some of these were most severe and unpromising cases of disease.

I fairly anticipated that the large Wing in the course of construction for Male patients, would have been ready for occupation before the close of the year, and thus have relieved our Male Wards from their over-crowded state, and provided accommodation also for the Male patients still in the Poor House. In this hope, however, I have been doomed to disappointment; the works of this new Building having been brought to a close, from the excess of the expenditure over the estimates and Legislative grant. For a considerable sum will be evidently still required to complete this Building, with its necessary compliment of Steam and Water services, in conjunction with

with which, additions to the present Steam Boiler House, Wash House, and Laundry are necessary.

With reference to the new Male Wing, it is apparent to me that the staircases are insufficient in number and size, in the event of an outbreak of Fire; and the serious calamities which have occurred at Quebec and other localities to Lunatic Asylums within the last three years, should severely caution us to provide ample means of exit at both ends of the several Wards. This remark applies equally to the recently built Female Wing, and I would respectfully press upon the authorities, the necessity of *additional staircases* being provided in both Buildings. The new Female Wing also would be essentially improved by having an Eastern addition of about 20 feet—which might be a light inexpensive structure—reaching only to one story in height, so as to provide a sitting room facing the South, of cheerful aspect; the existing Wards being very gloomy, and in so much injurious to insane minds, with this might be contributed a stairway to the Ward above, and a ready exit to the airing grounds below. The absence of Steam heating and ventilation, for which all the apparatus is in place—excepting the new Steam Boiler, which as yet has received no position within the Building,—is much felt in this Wing, is opposed to good sanitary conditions, and ought, in my opinion, to be remedied even before the completion of the new Male Wing, or any other work whatsoever; at the same time it would be understood that the new Male Wing is urgently required also, for in one Ward there is crowded 42 men, intended for, at most, half that number, and also for another stringent reason, viz., that insane men cannot always be admitted on application in default of room.

During the past year the Northern boundary fence has been finished, and it would be advisable to continue such a fence of wood on the Western boundary line, and on the remaining portion of the Eastern boundary now enclosed by Pickets. Some minor repairs were effected on the central buildings, but not completed; and the N. E. corner of the gable of the original Female Wing requires much repair, and eve shoots are necessary around all the old roofs, and some of these latter require repair; with the completion of the Wing now in process

of construction ; the general Steam and Water services being made efficient, including ventilation, and with the extension of airing grounds, and the better laying out of these latter, the Asylum will present a finished appearance, and become adapted, it may be fairly presumed, to the wants of Newfoundland for many years to come. But, until the above conditions are fulfilled, there are and must be great deficiencies ; yet, how much has not been done for the Insane, in a comparatively poor Colony, since the year 1847, when the Government of that day, first provided for them a temporary Asylum, in a Wooden Cottage.

In conclusion, I have to acknowledge, on behalf of the Institution, the continued religious services afforded to the patients by Clergymen of all Denominations, and to offer respectful thanks for contributions, in the shape of illustrated and other newspapers.

The Board of Works has paid many visits during the year to the Asylum, and as far as I am aware, has been always satisfied with its inspection. My requisitions for the Institution have always been promptly complied with by the Board, and I have been encouraged and supported in the exercise of my onerous and responsible duties.

Respectfully submitted by

HENRY H. STABB, M. D.,
Physician Superintendent.

LUNATIC ASYLUM.

Number of Patients for 1875.

	Male.	Female.	Totals.
Remaining, Jan. 1st	57	52	109
Admitted during the year	25	32	57
Dismissed during the year	16	16	32
Died during the year	8	3	11
Remaining, Dec. 31.....	58	65	123
Under treatment in 1875.....	84	84	166
Average resident in 1875.....			120 $\frac{3}{4}$

Diseases of 57 Patients admitted in 1875.

	Male.	Female.	Totals.
Mania	11	9	20
Acute Mania.....	5	6	11
Epileptic Mania.....	1	00	1
Hysterical Mania	00	3	3
Puerperal Mania	00	2	2
Senile Mania.....	00	1	1
Chronic Mania	00	10	10
Melancholia	5	1	6
Amentia	1	00	1
Dementia	1	00	1
Under observation.....	1	00	1
	25	32	57

Causes of Death in 11 Cases.

	Male.	Female.	Totals.
Old Age and Chronic Mania	3	00	3
Epileptic Mania	1	00	1
Pthisis and Chronic Mania	2	1	3
* Acute Mania and Starvation.....	1	00	1
Marasmus and Mania.....	1	00	1
Acute Mania and Dysentery	00	1	1
Marasums and Dementia	00	1	1
	8	3	11

* NOTE.—Admitted in a dying state.

Clothing made the year 1875.

Male.	Female.
Drawers	105
Cotton Shirts	136
Flannel Shirts.....	24
Canvas Trowsers ...	27
Canvas Jackets ...	12
Tweed Caps.....	12
Stockings, vamped ..	18 pairs.
Blanket Cuffs	9
Buskins	6
Cuffs knitted.....	7 pairs.
Handkerchiefs	18
Canvas Shirts	7
Sheets	39
Calico Slips	17
Sheeting Slips	6
Wrapping Sacks	16
Wincey Dresses	39
Wincey Petticoats	9
White Serge Petticoats....	28
Blue Serge Petticoats	22
Flannel	5
Flannel Chimmies	9
Calico Chimmies	98
White Gowns.....	40
Muslins Caps	29
Bonnets	30
Wincey Dresses	17
Aprons.....	38
Cotton Dresses.....	36
Canvas Chimmies	20
Brin Aprons	2
Flannel Drawers	2

Clothing made the year 1875.

Male.		Female.	
Wrapping Sheets . . .	5	Blanketing Petticoats	1
Matrass Covers	8	Blue Serge Drawers	2
Table Cloths	4	Sheets	30
Towels	16	Calico Slips	17
Rollers	6	Sheeting Slips	4
Clothes Bags	3	Wrapping Sacks	5
Pillow Cases	6	Wrapping Sheets	4
		Matrass Covers	7
		Table Cloths	3
		Towels	17
		Rollers	4
		Clothes Bags	2
		Pillow Cases	4

Clothing repaired the year 1875.

Male.		Female.	
Drawers	1820	Dresses	520
Cotton Shirts	1560	Petticoats	416
Flannel Shirts . . .	520	Chimmies	280
Canvas Trowsers .	780	White Gowns	644
Canvas Jackets . . .	520	Stockings	1040
Tweed Trowsers .	316	Pillow Slips	208
Tweed Jackets . . .	260	Sheets	156
Tweed Vests	104	Wrapping Sheets	10
Stockings	1810 pairs.	Blankets	10
Pillow Slips	260	Green Rugs	9
Sheets	362		
Blankets	30		
Green Rugs	20		
Handkerchiefs . . .	50		

H. H. STABB.

No. 18.**Report and Statement of Account of General Water Company, 1875.**

[COPY.]

GENERAL WATER COMPANY,
St. John's, February, 1876. }

SIR,—

I have the honor to transmit to you the Statement of the Affairs of the General Water Company for the past year.

It is satisfactory to be enabled to state that the supply of water to the town is now abundant for all purposes, contributing to the health and comfort of the community, and enabling the Directors to order the laying down of a considerably increased number of Service Pipes. It is, however, necessary that some stringent regulations should be adopted to check the enormous waste of water now going on.

The Directors, some time ago, forwarded to the Executive a draft of Bye-laws for the government of the Company, which, if approved of, will, they are of opinion, in a great measure remedy this evil.

The Directors would again respectfully bring under the notice of the Government the heavy charge upon the funds of the Company for the maintenance of the "Fire Brigades," amounting for the past year to the sum of £554 2s. 7d., cy., which expenditure the Directors respectfully submit should be provided for from other sources.

I have, &c.,

(Signed) **ROBERT THORBURN,**
*President General Water Company.*The Hon. E. D. SHEA,
Colonial Secretary.

Dr. General Water Company

To paid yearly Grant to Cathedral			
Fire Company.....	£150	0	0
“ “ yearly Grant to Phoenix Fire			
Company.....	150	0	0
“ “ Henry J. Stabb’s amount of			
his Account for Hose for			
Cathedral Fire Company .	121	10	7
“ “ Melvin, Fireman, compensa-			
tion for injuries sustained			
at Merchant’s Fire	6	12	0
“ “ Daley, Fireman, compensa-			
tion for injuries sustained			
at Merchant’s Fire	21	0	0
“ “ J. J. Dearin, account for			
neat’s foot oil for Phoenix			
Fire Company	12	10	0
“ “ Thomas Ryal, purchase of			
his unexpired Interest in			
Pncenix Fire Company			
Buildings	92	10	0
			£554 2 7
“ “ this amount as Wages for Watering Ves-			
sels, and Cartage of Hose, including all			
Labor for the year			644 2 4
“ “ Salaries, including that of Engineer and			
all other officers for the year			905 0 0
“ “ Contingent expenses, including lumber,			
printing blank forms, smith work, bricks,			
lead, Stationary, law charges, office rent,			
coals, and sundry small accounts.....			275 18 8
“ “ Newfoundland Savings’ Bank, interest			
on new Works’ Loan, £9,300 at 4½ per			
cent			418 10 0
“ “ Mr. John Martin, Engineer of			
Water Works—Bonus.....	200	0	0
“ “ Moses Crossman, Inspector of			
Water Works and Bonus.....	15	0	0
			215 0 0
Amount carried forward.....			£3,012 13 7

Statement for 1875.**Cr.**

By Amount due by Commercial Bank, as per Statement, 1874.....	£ 55 17 3
“ Amount received for Hose Hire, Watering Vessels, second time—this sum	100 2 8
“ Amount received from Receiver General, for duty on Coals and Water-Rates on Shipping, during the year.....	3,680 7 2
“ Amount of Water-Rates and Assessments, collected for the year	4,806 2 7
“ Legislative Grant, Saving of Insurance on Public Buildings	41 16 0
“ Amount received for Horse, Cart, Carriage, &c., &c., sold at Auction, and work done ..	61 4 1

Amount carried forward£8,745 9 9

No. 19.**Report relating to the Newfoundland Boot and Shoe Manufacturing Company for 1875, as required by 36th Victoria, Cap. 8, Sec. 22.**

Amount of subscribed Capital,—Forty Thousand Dollars.

Amount of Capital paid in,—Forty Thousand Dollars.

Amount of existing Debts,—Four Hundred and Twenty Dollars and Twenty Cents.

(Signed) C. R. AYRE, *President.*
 JAMES BAIRD, *Director.*
 CHARLES BOWRING, *Director.*
 JAMES S. PITTS, *Director.*
 J. MURRAY, *Director.*

St. John's, Newfoundland, 10th Feb., 1876.

NEWFOUNDLAND, }
 St. JOHN'S, *to wit:* }

CHARLES R. AYRE, of St. John's, aforesaid, President of the Newfoundland Boot and Shoe Manufacturing Company, maketh oath and saith that the within Statement is just and true, to the best of his knowledge and belief.

(Signed) CHARLES R. AYRE.

Sworn before me, at St. John's, }
 this 18th day of February, 1876. }

(Signed) G. R. LILLY,
Commissioner of Affidavits Supreme Court.

No. 20.**Annual Report of the Directors of the Harbor Grace Water Company, 1875.**

The Directors of the Harbor Grace Water Company beg leave to transmit, herewith, for the information of the Government, a Statement of their affairs for the past financial year, which shews a balance in the hands of the Treasurer of £189 6s. 3d., after the payment of interest to the last of June.

The embankment at the Lake requires renovating and raising, there is a good deal of traffic over it which wears it down; the outlet of the Lake, at the West end of the embankment, is also in need of repairs.

The Volunteer Fire Company are expecting new uniforms.

They have much pleasure in stating that the works of the Company continue in full and satisfactory operation.

Harbor Grace,
20th July, 1875. }

ROBERT L. MUNN,
Acting President.

Dr. John Paterson, Esq., Treasurer, in Account with

1874.			
July 18.—To Wm. J. S. Donnelly, for balance of last Acc't			£175 2 2
Dec. 31.—“ Cash for assessments ..	£422	16	1
“ Cash for fittings, &c ..	27	7	4
“ Cash for rate on Vessels	24	2	5
			474 5 10
			649 8 0
1875.			
June 30.—To Cash for assessments .	426	12	0
“ Cash for fittings, &c ..	63	19	3
			490 11 3
			£1139 19 3
RECAPITULATION:			
Assessments.....	£849	8	1
Rate on Vessels.....	24	2	5
Fittings, Labor, &c	91	6	7
Total income for the year	£964	17	1
Amount carried forward			£1139 19 3

the Harbor Grace Water Company,

Cr.

1874.			
July 9.—	By paid Appraisers	£37 10 0	
11.—	“ paid Carriage hire to the Lake	0 10 0	
23.—	“ paid Vol. Fire Com'py	12 10 0	
Sept. 1.—	“ paid Archibald Munn, for advertising.....	0 9 8	
26.—	“ paid repairing Ladder	0 2 6	
Oct. 7.—	“ paid Wm. Warren, jr., Box to Fountain.....	0 9 0	
7.—	“ paid Labor and horse hire, work at the lake	17 8 3	
Nov. 17.—	“ paid for sundry materials	3 19 2	
Dec. 31.—	“ paid Labor for 6 mo's	20 14 11	
31.—	“ C. Watts for 6 months' Salary	50 0 0	
31.—	“ John Lynch for six months' Salary.....	50 0 0	
31.—	“ paid John Lynch on account of rent	3 0 0	
			196 12 11
31.—	“ paid Sundries for six months' interest		227 10 0
31.—	“ paid Newfoundland Savings' Bank for interest on Sewerage money		65 0 0
31.—	“ paid Rachel Green for balance of interest		2 3 9
1875.			
Jan. 23.—	By paid Volunteer Fire Company	12 10 0	
	Carried forward.....	£12 10 0	£491 6 8

the Harbor Grace Water Company,

Cr.

1875.	Brought forward.....	£12 10 0	£491 6 8
May 1.—	“ paid George Barnes, for 12 months super- intending apparatus, Vol. Fire Company ..	13 0 0	
1.—	“ paid John Lynch, ac- count rent	3 0 0	
June 30.—	“ paid C. Watts, 6 mos. salary	50 0 0	
30.—	“ paid John Lynch 6 months' salary.....	50 0 0	
30.—	“ Amount paid Labor for 6 months'	27 4 6	
30.—	“ paid John Munn & Co. for sundries imported	63 11 10	
30.—	“ paid Vol. Fire Com'py	12 10 0	
			231 16 4
			£723 3 0
30.—	“ paid Sundries for six months' interest		227 10 0
			£950 13 0
30.—	“ paid Balance to next account		189 6 3
			<u>£1,139 19 3</u>

E. & O. E.,

Harbor Grace, 5th July, 1875.

For the Harbor Grace Water Company,

C. WATTS,
Secretary.

No. 21.

Report of the Cashier of the Newfoundland Savings' Bank, for the year ending 31st December, 1875.

Amount of Deposits, 31st December, 1875.....	\$983,768 09
“ “ 31st December, 1874.....	970,645 73
Increase of Deposits for year 1875	13,122 36
Amount Deposited during the year	185,723 77
Amount withdrawn during the year	172,601 41
Amount received for Interest on Investments of all kinds	\$45,101 16
Which account was thus closed :—	
Interest added to Depositors' Account for the year	\$28,824 04
Disbursements for year.....	3,502 81
Harbor Grace for year	206 00
Balance carried to Reserve.....	12,568 31
	<u>\$45,101 16</u>
The Reserve Account is as follows :—	
CR.	
By balance from 1874	\$35,455 18
“ profit of this year	12,568 31
	<u>\$48,023 49</u>
DR.	
To paid Hy. S. King of London, deposit and account books, &c.....	95 60
“ Premium purchase \$30,252 debentures .	2,173 62
“ 5 per cent. premium on renewal of \$117,461.68 debentures	5,873 08
“ close old balances by direction.....	388 18
	<u>8,530 48</u>
Balance to Cr. of Reserve	<u>\$39,493 01</u>

The ASSETS are as follows:—

Union Bank.....	\$283,149 00	
Cash on hand	13,887 71	
	<u> </u>	\$297,036 71
Colonial Debentures		530,578 08
Water Company Stock		101,500 00
General Water Company advances		38,874 00
Fee-simple and Mortgaged Property		34,165 81
Discounts and Loans		12,046 50
Harbor Grace Water Company advances ...		5,460 00
Harbor Grace Water Company debentures..		3,600 00
		<u> </u>
		\$1,023,261 10

CONTRA.

The Deposits		\$983,768 09
“ Reserve Account		39,493 01
		<u> </u>
		\$1,023,261 10

The Statement of the Harbor Grace Branch shews
249 Depositors of

Of which this sum has been remitted to St. John's.....	\$78,404 49	
On hands of Alex. Clift, Esq., Cashier	145 63	
	<u> </u>	\$78,550 12

Respectfully submitted,

EDWARD MORRIS,
Cashier Newfoundland Savings' Bank.

Certified—

NICHOLAS STABB, }
F. B. T. CARTER, } *Directors.*

No. 22.

Dr. The Commercial Bank of

To Proprietors for Capital Stock.....	£50,000	0	0
“ Notes of this Bank in Circulation.....	72,887	0	0
	<hr/>		
	122,887	0	0
“ Due to Sundries on Current Account, De- posit Receipts, &c., &c., &c.....	117,821	16	7
“ Unclaimed Dividends.....	60	0	0
“ Dividend for the year at 10 per cent. £5000 Of which one half was paid Dec., 1874.....	2500		
	<hr/>		
	2500		
“ To Bonus.....	500		
	<hr/>		
	3000	0	0
“ Reserve Fund.....	20,000	0	0
“ Profit and Loss, unappropriated.....	1,641	7	9
	<hr/>		
	£265,410	4	4

Average amount of Notes in Circulation, and Specie on hand, in each month for the year ending 30th June, 1875.

MONTH.	NOTES.	SPECIE.	MONTH.	NOTES.	SPECIE.
1874.			1875.		
July.....	£69,154	£41,359	January....	£87,768	£39,985
August.....	69,075	42,449	February....	82,038	33,479
September...	70,927	29,058	March.....	78,650	31,545
October.....	81,652	32,586	April.....	79,141	43,774
November..	93,512	43,608	May.....	81,259	44,860
December...	93,833	41,564	June.....	76,944	49,899
				<hr/>	<hr/>
			Average for the year.....	£80,338	£39,514

NEWFOUNDLAND, }
St. JOHN'S, }
To Wit: }

ROBERT BROWN, Manager of the Commercial Bank of Newfoundland, maketh oath and saith that the within Statement is just and true to the best of his knowledge and belief.

R. BROWN,
Manager.

Sworn at St. John's, this 8th day
of July, 1875, before me,

G. R. LILLY,
Commissioner Affidavits, Supreme Court.

No. 23,

**General Statement of the Affairs of the Union Bank of
Newfoundland, for the year ending 31st May, 1875.**

LIABILITIES.

Capital Stock paid up	£76,000	0	0
Reserve Fund.....	60,000	0	0
Profit and Loss undivided	2,062	13	4
Bank Notes in circulation	154,568	0	0
Due by the Bank, including deposits on interest, payable in January and July only, on receiving 15 days' notice	382,201	4	7
Dividend of 16 per cent. for the year ending 31st May, 1875	£12,160		
Less one-half, paid November last ...	6,080	6,080	0 0
		<u>£680,911</u>	<u>17 11</u>

ASSETS.

Specie in the Vault of the Bank.....	£53,727	13	1
Notes of other Banks	1,233	0	0
Bills discounted, Loans, &c., including Newfoundland Government Debentures	256,645	5	9
Balances due by Agents, and Funds available in 15 days	360,361	16	2
Leasehold Premises, Water Street	4,944	2	11
Bank Premises, Iron Safes and Office Furniture, cost over £8,000	4,000	0	0
		<u>£680,911</u>	<u>17 11</u>

Average Amount of Notes in Circulation, and Specie on hand, for the year ending 31st May, 1875.

1874.	SPECIE.	CIRCULATION.
June	£59,774	£133,287
July	58,407	124,633
August	59,202	125,377
September	72,092	128,673
October	69,863	139,356
November	58,407	169,547
December	57,881	164,718
1875.		
January	60,120	155,400
February	67,696	143,913
March	70,985	138,139
April	57,166	143,116
May	55,421	151,480
Average for the year...	£62,251	£143,136

We, the undersigned Directors of the Union Bank of Newfoundland, hereby certify, to the best of our knowledge and belief, that the within is a true and correct Statement of the affairs of the Bank.

(Signed) **ROBERT ALEXANDER,**
Chairman.
ROBERT THORBURN,
A. W. HARVEY,
W. B. GRIEVE.

NEWFOUNDLAND, }
 ST. JOHN'S, }
 To wit: }

JOHN W. SMITH, of St. John's, Manager of the Union Bank of Newfoundland, maketh Oath and saith that the within Statement is just and true, to the best of his knowledge and belief.

(Signed) JOHN W. SMITH,
Manager.

Sworn before me, at St. John's, Newfoundland,
 this 5th day of June, A. D. 1875.

(Signed) D. W. PROWSE,
J. P.

No. 24.**Report of the Directors of the Notre Dame Mining Company.**

[COPY.]

ST. JOHN'S, NEWFOUNDLAND, }
5th February, 1876. }

The Directors of the NOTRE DAME MINING COMPANY submit the following General Abstract of the Company's financial affairs, made to 31st December, 1875, viz:—

Dr.

To Capital Stock £15,000, of which amount there has been paid, including forfeited Shares	£13,036	0	0
Cash due for printing		0	10
			0
		<hr/>	
	£13,036	10	0

Cr.

By purchase money of Burton's Pond Mine	£6,000	0	0
“ Amount expended in erection of buildings	850	0	0
“ Union Bank Deposit Receipt, at 3 per cent.	150	0	0
“ Cash in Union Bank	124	5	6
“ Promissory Note	29	3	11
“ Balance of expenditure in Wages of Officers and Miners, with incidentals	5,883	0	7
		<hr/>	
	£13,036	10	0

For reasons which have been laid before the Legislature and the Public for several years, the Shareholders are holding their valuable property for Sale or Lease, in preference to advancing further Capital to work it themselves, feeling certain that under scientific management the Mine at Burton's Pond can be made to yield very large returns.

The following is the List of Persons who have been Shareholders, and of those who continue to hold Shares in the Company, as also of the arrears of payment on forfeited shares, viz :—

Shareholders.	Shares.	Paid.	Arrears.
Bowring, Charles	500	£4,500	
Boyd, Thomas, forfeited.....	12	84	24
Cleary, Philip, Trustee, forfeited.....	30	210	60
Evans, Edward.....	20	180	
Gill, William	20	180	
Gill, Henry G. H.	20	180	
Gleeson, James.....	2	18	
Greene, Randal.....	2	18	
Harvey Richard	20	180	
Hayward, Augustus O.	5	45	
Hutchins, Philip, forfeited	12	84	24
Jackman, William	5	45	
Jarvis, Edward L.	25	225	
Knight, James R.....	5	45	
Knight, Robert G.	25	225	
Knight, Thomas.....	26	234	
Knight, William	25	225	
Koozen, John H.	120	1,080	
McDougall, Alexander	2	18	
McDougall, John	8	72	
McNeilly, Alexander J. W.	1	9	
Parnell, William J. R.	5	45	
Pinsent, Charles S.....	25	225	
Pinsent, Thomas W.....	2	18	
Pinsent, Robert J.	1	9	
Rennie, David S.	40	360	
Rennie, Frederick W.....	5	45	
Rouse, William O.	2	18	
Shortall, Richard	3	27	
Smith, Edward	10	90	
Carried forward.....	1038	£9,234	108

**Shareholders of the Notre Dame Mining Company,
(Continued.)**

Shareholders.	Shares.	Paid.	Arrears.
Brought forward.....	1038	£9,234	108
Walters, Thomas H., Trustee.....	12	108	
Warren, John H., forfeited.....	356	2,848	356
Warren, John H., Trustee.....	5	45	
Warren, Wm. M. H.	72	648	
White, Lawrence.....	3	27	
Withers, John W.	14	126	
	<u>1,500</u>	<u>£13,036</u>	<u>464</u>

(Signed) C. S. PINSENT,
President.

RICHARD HARVEY,
WM. KNIGHT,
THOMAS KNIGHT,
E. L. JARVIS, } *Directors.*

I, EDWARD L. JARVIS, Acting Treasurer and Secretary of the Notre Dame Mining Company, do swear that the foregoing Statement and Report of the Directors of the said Company are true, to the best of my knowledge and belief.

(Signed) EDWARD L. JARVIS.

Sworn to before me, at John's,
Newfoundland, this Ninth
day of February, A. D. 1876.

(Signed) H. T. B. WOOD,
Commissioner Affidavits.

No. 25,**Report of the Directors of the St. John's Floating Dry Dock Company, for the year 1875.**

The Statement of Account, now submitted, having been examined by Messrs. WM. BOYD and JOHN S. ADAMS, and found correct, does not present a condition of affairs so prosperous or satisfactory as the Directors could wish, and they are only enabled under such circumstances to pay a Dividend of Four per cent.

The Dockages for the year amounted to.....	£935	2	0
The working expenses & Dividend being.....	905	10	7
Leaves a small balance in hand.....	29	11	5

The time has come when, in the opinion of the Directors, preparation should be made for building a new section for the Dock, and they recommend that no time be lost in ordering the necessary timber and plank for the purpose, and making such arrangements, financial and otherwise, as may be necessary for the completion of the same, so that it may be attached and connected at as early a period as practicable; and that thereafter the old sections of the Dock be disconnected and repaired, one after the other, so as to make the Dock substantial and safe for the purpose required.

The estimates for building a new Section and fitting the same with an Iron Well instead of Wood, together with the estimated cost of repairing each of the existing Sections, are now submitted for your consideration.

To meet the necessary outlay, provision will have to be made either by a call on the General Shareholders or the issue of preferential stock.

Respectfully submitted on behalf of the Directors,

(Signed) S. RENDELL,
President.

St. John's, Feb. 9th, 1876.

Dr. The St. John's Dry Dock Company,

1875.				
Feb. 5.—	To balance of last Account.	£11	4	9
	“ paid C. Ellis, gratuity, voted at last Annual Meeting	20	0	0
	“ paid cost of fuel	108	8	4
	“ paid Carpenter's work & labor	38	13	2
	“ paid Incidental expenses	11	4	5
	“ paid Oil, etc.	24	5	6
	“ paid Blackler 12 months' rent.....	35	0	0
	“ paid McCoubrey for print- ing, etc.	1	8	0
	“ paid Adv., <i>Royal Gazette</i>	0	8	0
	“ paid J. & W. Boyd's Ac- count.....	14	17	2
	“ paid Allan & Goudies' Ac- count.....	0	12	0
	“ paid Victoria Boiler Com- pany Account	33	1	3
	“ paid Shambler's Account	0	10	0
	“ paid Rd. Goff's Account .	0	2	0
	“ paid A. Crossman's Acc't.	8	6	0
	“ paid Secretary & Station- ery	27	10	0
	“ paid C. Ellis, salary and working expenses	350	0	0
	“ paid Dividend of 4 per cent	220	0	0
				£905 10 7
	“ Balance in hand			29 11 5
				<u>£935 2 0</u>

Examined and found correct,

(Signed) WILLIAM BOYD,
(Signed) JNO. S. ADAMS.

General Account for 1875.

Cr.

1875.		
By Dockage of 61 Vessels and Steamers	£934	7 0
“ Dockage of Boats	0	15 0

£935 2 0

E. E., St. John's, Nfld., 2nd Feb., 1875.

(Signed) S. RENDELL,
President.

Dr. Statement of Affairs of the Newfoundland

CAPITAL.	
All paid up 1,008 Shares, at \$50 each.....	<u>\$50,400 00</u>
LIABILITIES.	
Balance due C. F. Bennett & Co.....	\$443 47
“ “ Capt. J. Green.....	480 00
	<u>923 47</u>
“ in favor of the Newfoundland Steam Screw Tug Company	3,207 34
	<u>\$4,130 81</u>

Steam Screw Tug Company, Dec. 31st, 1875.**Cr.**

ASSETS.	
Cash in Union Bank	\$267 68
Amount due, unpaid towages	42 68
Cash in Capt. Green's hands.....	70 45
750 tons Coals, at \$5.00, Steamers "Cabot" and "Hercules"	3,750 00
	\$4,130 81

(Signed)

WM. PITTS,

President.

A. M. MACKAY,

THOS. R. SMITH,

L. TESSIER.

} *Directors.*

JOHN GREEN,

Manager.

NEWFOUNDLAND, }

St. JOHN'S, }

To Wit.

JOHN GREEN, of St. John's, aforesaid, Manager and Secretary of the Newfoundland Steam Screw Tug Company, maketh oath and saith, that the foregoing Statement is just and true, to the best of his knowledge and belief.

(Signed)

JOHN GREEN.

Sworn before me, at St. John's, this
18th day of February, 1876.

(Signed)

G. R. LILLY,

Commissioner Affidavits, Supreme Court.

No. 26.

FINANCIAL SECRETARY'S

Consolidated Statement of Expenditure, for the year ended 31st December, 1875.

Expenditure for the undermentioned services as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.
Academy Act
Ditto Carbonear
Addresses—House of Assembly	\$646 50	.....
Agricultural Society, St. John's	\$75 49
Ditto Conception Bay.....
Board of Health
Board of Works' Act
Breakwater, Bonavista	1,384 62
Ditto Burin	200
Cape Race Light House and Fog Whistle
Cape St. Francis Light House Erection
Carrying out Crown Land's Act
Census	4,537 10
Circuit Courts
Civil and Criminal Prosecutions
Cleansing St. John's Streets
Coastal Steam
Carried forward.....	\$646 50	\$6,197 21

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Legislative Votes and Special Acts, 1875.	Expenditures, 1875.	Unexpended bal- ances, Dec. 31, '75	Overdrawn Acc'ts, Dec. 31st, 1875.
\$7,154 80	\$7,154 80		
1,200	1,200		
.....	646 50		
1,553 84	1,553 84	\$75 49	
461 54	461 54		
.....	88 36	.....	\$88 36
2,468 89	2,468 89		
.....	.....	1,384 62	
.....	200		
8,822 46	8,822 46		
8,000	.....	8,000	
340	391 89	.....	51 89
.....	4,247	290 10	
5,600	5,656 89	.....	56 89
2,000	2,239 28	.....	239 28
1,600	3,376 50	.....	1,776 50
38,060	29,821	8,239	
\$77,261 53	\$68,328 95	\$17,989 21	\$2,212 92

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Expenditure for the undermentioned services as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.
Brought forward	\$646 50	\$6,197 21
Coastal Steam Wharves.....		1,499 87
Conception Bay Steam		
Consolidation of Laws		
Contingencies, Board of Works		
Court Houses and Gaols, ordinary expenses		
Crown Land's Act, 7th Vic.		
Dorcas Society, St. John's.....		230 77
Ditto Harbor Grace		
Ditto Carbonear		
Education Act, 21st Victoria.....		
Ditto 29th Victoria		
Ditto 33rd Victoria		
Ditto 37th Victoria)		
And Consolidated Statutes)		
Election Expenses, 1874.....		
Executive Responsibility		
Carried forward	\$646 50	\$7,927 85

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Legislative Votes and Special Acts, 1875.	Expenditures, 1875.	Unexpended bal- ances, Dec. 31, '75.	Overdrawn Acc'ts, Dec. 31st, 1875.
\$77,261 53	\$68,328 95	\$17,989 21	\$2,212 92
.....	1,615 66	.....	115 79
6,462	7,327 15	.....	865 15
.....	523 55	.....	523 55
.....	1,302 13	.....	1,302 13
6,000	10,434 25	.....	4,434 25
4,585 95	4,585 95	.....	.....
230 77	461 54	.....	.....
120	.....	120	.....
115 38	115 38	.....	.....
27,518 98	27,518 98	.....	.....
1,154	1,154	.....	.....
3,066 52	3,066 52	.....	.....
40,544 77	40,544 77	.....	.....
.....	1,807 85	.....	1,807 85
.....	7,066 01	.....	7,066 01
<u>\$167,059 90</u>	<u>\$175,852 69</u>	<u>\$18,109 21</u>	<u>\$18,327 65</u>

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Expenditure for the undermentioned services as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.
Brought forward	\$646 50	\$7,927 85
Fuel and Light, Colonial Building
Do. Do. Customs
Do. Do. Government House
Gas Company, Harbor Grace
General Light Houses
General Protestant Industrial Society	461 54
General Water Company
Geological Survey
Home Industries
Importation of Black Cock	200 00
Do. Moose Deer.....	138 29
Inflammable Oil Store
Inquests, Expenses of.....
Insurance of Public Buildings
Jury Act
Labrador Court Act
Carried forward.....	\$646 50	\$8,727 68

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Legislative votes and Special Acts, 1875.	Expenditures, 1875.	Unexpended bal- ances, Dec. 31, '75.	Overdrawn Acc'ts, 31st Dec., 1875.
\$167,059 90	\$175,852 69	\$18,109 21	\$18,327 65
700	1,206 98	.....	506 98
4 0	343 60	56 40	
1,500	1,866 65	.....	366 65
346	346		
33,511 40	30,952 18	2,559 22	
461 54	.....	923 08	
167 20	167 20		
5,000	5,684 18	.....	684 18
4,000	136 60	3,863 40	
.....	.....	200	
.....	260 53	.....	122 24
10,000	4,128 87	5,871 13	
700	680 03	19 97	
1,384	1,301 75	82 25	
228 70	228 70		
2,500	3,957 46	.....	1,457 46
\$227,958 74	\$209,113 42	\$31,684 66	\$21,465 16

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Expenditure for the undermentioned services as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.
Brought forward	\$646 50	\$8,727 68
Labrador Mail Steam Service
Legislative Contingencies, 1874
Ditto Ditto 1875
Lighting St. John's Streets
Loan Act, 38 Vic., Cap. 22
Lunatic Paupers, expenses
Miscellaneous Votes in Supply
New Wing, Lunatic Asylum
Noon & Fog Gun, and repairs Block-house
Orphan Asylum (Industrial Department)
Packet Service, Western Bay	140
Poor Asylum
Poor in Factory
Postal Department
Postal Steam from Liverpool
Postages and Incidentals
Carried forward	\$646 50	\$8,867 68

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Legislative votes and Special Acts, 1875.	Expenditures, 1875.	Unexpended bal- ances, Dec. 31, '75.	Overdrawn Acc'ts, 31st Dec., 1875.
\$227,958 74	\$209,113 42	\$31,684 66	\$21,465 16
7,000	8,080	-----	1,080
.....	251	.....	251
28,908 58	32,124 47	.....	3,215 89
2,400	2,225 23	174 77	
40,000	2,217 20	37,782 80	
18,000	20,705 27	-----	2,705 27
417	417		
3,000	4,959 90	.....	1,959 90
1,698	1,735 72	-----	37 72
230 77	230 77		
140	280		
10,000	12,382 66	-----	2,382 66
461 54	461	54	
23,000	25,637 83	-----	2,637 83
65,760	69,120	-----	3,360
400	789 87	-----	389 87
<u>\$429,374 63</u>	<u>\$390,731 34</u>	<u>\$69,696 23</u>	<u>\$39,485 30</u>

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Expenditure for the undermentioned services as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.
Brought forward	\$646 50	\$8,867 68
Printing and Stationery
Propagation of Oysters	303
Protection of Fisheries
Portugal Cove Wharf
Public Wharf, Bonavista	692 31
Public Works, Bay-da-Verds	702 11
Ditto Brigus and Port-de-Grave	2,041 25
Ditto Bonavista	916 99
Ditto Burgeo and La Poile	497 50
Ditto Burin	2,572 77
Ditto Carbonear	3,333 33
Ditto Ferryland	3,093 32
Ditto Fortune Bay	2,785 33
Ditto Harbor Grace	2,468 71
Ditto Harbor Main	645 04
Ditto Placentia and St. Mary's
Carried forward.....	\$646 50	\$28,919 34

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Legislative Votes and Special Acts, 1875.	Expenditures, 1875.	Unexpended bal- ances, Dec. 31, '75.	Overdrawn Acc'ts, Dec. 31st, 1875.
\$429,374 63	\$390,731 34	\$69,696 23	\$39,485 30
6,000	6,041 77	.....	41 77
.....	.....	303	
.....	220	-----	220
800	113 53	686 47	
-----	-----	692 31	
1,333 33	1,283 50	751 94	
1,333 33	3,286 52	88 06	
1,333 33	1,612 19	638 13	
1,333 33	619 07	1,211 76	
1,333 33	1,000	2,906 10	
1,333 33	.....	4,666 66	
1,333 33	2,816 65	1,610	
1,333 33	844 08	3,274 58	
1,333 33	2,607 94	1,194 10	
1,333 33	1,978 37		
1,333 33	1,127 26	206 07	
\$450,841 26	\$414,282 22	\$87,925 41	\$39,747 07

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Expenditure for the undermentioned services as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.
Brought forward	\$646 50	\$28,919 34
Public Works, St. John's East
Ditto ditto West
Ditto Trinity	819 95
Ditto Twillingate	216 42
Quarantine Act
Railway Survey
Registration of Voters
Relief of Poor
Repairs, Protestant Commercial Schools	99 62
Ditto Church of England ditto	160 25
Ditto Colonial Building
Ditto Court Houses and Gaols
Ditto Custom House, St. John's
Ditto ditto Harbor Grace
Ditto Drill Shed
Ditto Factory
Carried forward	\$646 50	\$30,215 58

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued).

Legislative Votes and Special Acts, 1875.	Expenditures, 1875.	Unexpended bal- ances, Dec. 31, '75	Overdrawn Acc'ts, Dec. 31st, 1875.
\$450,841 26	\$414,282 22	\$87,925 41	\$39,747 07
1,333 33	1,274 93	58 40	
1,333 33	1,136 70	196 63	
1,333 33	426 37	1,726 91	
1,333 33	464 96	1,084 79	
.....	1,909 55	.....	1,909 55
20,000	39,521 62	.....	19,521 62
.....	338 64	.....	338 64
75,000	88,126 60	.....	13,126 60
.....	.....	99 62	
.....	.....	160 25	
400	1,898 55	.....	1,498 55
4,600	3,879 86	720 14	
600	365 46	234 54	
100	.....	100	
100	86 77	13 23	
100	.....	100	
<hr/>	<hr/>	<hr/>	<hr/>
\$558,074 58	\$553,712 23	\$92,419 92	\$76,142 03

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Expenditure for the undermentioned services as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.
Brought forward	\$646 50	\$30,215 58
Repairs, Government House Lodge
Ditto Hospital
Ditto Imperial Buildings
Ditto Lunatic Asylum
Ditto Poor Asylum.....
Ditto Queen's Wharf.....
Ditto Quidi Vidi Hospital
Ditto Town Clock
Retiring Allowances
Road Act, 28 and 36 Vic.	2,346 44
Ditto 37 Vic.	23,777 52
Ditto 38 Vic.
Salaries, Miscellaneous	758
Do. Special
Sewerage, St. John's
Sheep Preservation Act
Carried forward.....	\$646 50	\$57,097 54

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

Legislative votes and Special Acts, 1875.	Expenditures, 1875.	Unexpended bal- ances, Dec. 31, '75.	Overdrawn Acc'ts, 31st Dec. 1875.
\$558,074 58	\$553,712 23	\$92,419 92	\$76,142 03
280	48 39	231 61	
400	1,416 09	.....	1,016 09
2,000	1,576 56	423 44	
1,200	1,758 25	.....	558 25
1,000	774 92	225 08	
.....	80 08	.....	80 08
3,000	8,285 49	.....	5,285 49
69 23	107 98	.....	38 75
13,190 81	13,190 81	.....
.....	626 71	1,719 73	
.....	21,484 21	2,293 31	
104,671 53	80,722 64	23,948 89	
47,671	47,860 98	568 02	
47,426 28	47,426 28		
800	800		
1,155 30	1,155 30		
\$780,938 73	\$781,026 92	\$121,830 00	\$83,120 69

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
Continued.)

Expenditure for the undermentioned services as sanctioned by the Governor's Warrant.	Address of Assembly.	Credit balances from 1874.
Brought forward	\$646 50	\$57,097 54
Shipwrecked Crews
Small Pox Prevention Act
Support of Protestant Commercial Schools	41 32
St. John's Hospital
St. John's Police Force
St. John's Rebuilding Act (Cash)
St. Vincent De Paul's Society, St. John's
Ditto ditto Harbor Grace
Timber Act
Timber Land Survey
Twillingate Light House Erection	11,451 92
Unforseen Contingencies
Weights and Measures Act
Western Mail Service, Channel
	\$646 50	\$68,590 78

FINANCIAL SECRETARY'S

**Consolidated Statement of Expenditure—
(Continued.)**

Legislative votes and Special Acts, 1875.	Expenditures, 1875.	Unexpended bal- ances, Dec. 31, '75.	Overdrawn Acc'ts, 31st Dec., 1875.
\$780,938 73	\$781,026 92	\$121,830 00	\$83,120 69
4,000	2,141 20	1,858 70	
224 50	224 50		
.....	.....	41 32	
9,000	9,870 12	-----	870 12
30,184	29,638 23	545 77	
80	80		
230 77	230 77		
120	120		
.....	500	-----	500
1,600	2,703 92	.....	1,103 92
.....	11,451 92		
2,307	2,301 39	5 61	
93	215 85	.....	122 85
4,000	2,872	1,128	
\$831,778	\$861,646 92	\$125,355 94	\$85,987 58

FINANCIAL SECRETARY'S
Consolidated Statement of Expenditure—
(Continued.)

N. B.—The undermentioned Sums have been dropped from Credit Balances, by the direction of the Government, viz. :

Cape St. Francis Light House Erection	\$8,000
Coastal Steam	8,239
Fuel and Light, Customs	56 40
General Light Houses	2,559 22
Home Industries	3,863 40
Importation of Black Cock	200
Insurance of Public Buildings	82 25
Lighting St. John's Streets	174 77
Propagation of Oysters	303
Portugal Cove Wharf	686 47
Repairs, Court Houses and Gaols	720 14
Ditto Custom House, St. John's	234 54
Ditto ditto Harbor Grace	100
Ditto Drill Shed	13 23
Ditto Factory	100
Ditto Government House Lodge	231 61
Ditto Imperial Buildings	423 44
Ditto Poor Asylum	225 08
Salaries, Miscellaneous	568 02
Shipwrecked Crews	1,858 70
St. John's Police Force	545 77
To defray expenses of Inquests	19 97
Unforeseen Contingencies.....	5 61
Western Mail Steam Service, Channel.....	1,128
	\$30,338 62
Amount to be carried to New Account of 1876.....	95,017 32

FINANCIAL SECRETARY'S OFFICE,
 St. John's, Newfoundland,
 31st December, 1875.

W. J. S. DONNELLY,
Financial Secretary.

Examined and found correct,

THOS. GLEN,
Auditor of Public Accounts.

No. 27.

**Estimate for Defraying part of the Public Expenditure
of the Colony of Newfoundland, for the year 1876.**

MISCELLANEOUS SALARIES.

The Private Secretary to the Governor	\$924	
First Clerk in Colonial Secretary's Office	1,124	
Second Clerk ditto ..	800	
Clerk in Receiver General's Office	1,124	
Draughtsman and Assistant in Surveyor General's Office	1,124	
Topographical Assistant	960	
Deputy Surveyor	500	
Inspector of Public Buildings and Light Houses	1,000	
Clerk of Public Buildings and Light Houses	600	
Keeper of Colonial Building	300	
Office Keeper, Colonial Secretary's Office	400	
Keeper Halfway House, Salmonier....	162	
Gate Keeper, Government House	277	
Clerk in Financial Secretary's Office ..	800	
The Governor's Orderly	300	
Auditor of Public Accounts	1,000	
Assistant Clerk in Board of Works ...	400	
Messenger to ditto ...	250	
		<u>12,045</u>

JUDICIAL DEPARTMENT.

The Chief Clerk and Registrar, Supreme Court	1,800	
Clerk in Registrar's Office	600	
Stationery for ditto	93	
Sheriff's Bailiff, St. John's, and Keeper of Court House	550	
		<u>3,043</u>
Carried forward.....	\$3,043	<u>\$12,045</u>

 JUDICIAL DEPARTMENT.—(Continued.)

Brought forward.....	\$3,043	\$12,045
Crier and Tipstaff, St. John's	300	
Chief Clerk and Registrar, Northern Circuit Court	1,100	
Crown Prosecutions	2,000	
To defray expenses of Inquests	600	
Circuit of Judges	5,600	
	<hr/>	12,643

POLICE DEPARTMENT.

One Inspector	1,440	
One Acting Sub-Inspector	500	
Two Head Constables	800	
Four Sergeants	1,280	
Two Acting Sergeants	584	
Forty-two Constables	11,288	
Allowance for Forage, &c., for Horses .	1,336	
Probable cost of Clothing	1,600	
Ditto Repairs of Barracks	800	
Ditto Fuel and Light	240	
Ditto Furniture and Bedding	400	
Storekeeper's Allowance	48	
Incidentals—probable increase for Con- stabulary	2,560	
One Head Constable, Harbor Grace...	368	
One Sergeant, Ditto	320	
Ten Constables, Ditto	2,688	
Two Sergeants, Carbonear	640	
Five Constables, Ditto	1,344	
Two Constables at Bay Roberts	560	
One Constable at Channel	280	
One Constable at Burin	280	
One Constable at Renew's	280	
One Acting Sergeant, Twillingate	292	
One Constable, Ditto	280	
One Constable at Heart's Content	280	
	<hr/>	<hr/>
Carried forward.....	\$30,488	\$24,688

POLICE DEPARTMENT.—(Continued.)

Brought forward.....	\$30,488	\$24,688
One Acting Sergeant, Brigus	292	
Two Constables, Ditto	560	
One Constable, Ferryland	280	
Clerk of the Peace, St. John's, and for collection of License Fund.....	1,570	
Governor of the St. John's Penitentiary	900	
Turnkey Ditto	300	
Two Assistants Ditto	500	
Keeper of Court House, Harbor Grace.	50	

OUTPORTS.

Sixteen Stipendiary Magistrates, Six Clerks of the Peace, Fifty Constables, Ten Gaolers,	{ As per detailed statement }	18,878	
			<u>53,818</u>

RELIEF OF THE POOR.

District Surgeons, St. John's	925	
Gaol Surgeon, Ditto	185	
District Surgeon, Conception Bay.....	462	
Gaol Surgeon, Ditto	139	
Physician, Lunatic Asylum	1,385	
Medical Attendance, St. John's Hospital	900	
Commissioner of the Poor	1,154	
Inspector	700	
Assistant Inspector	250	
Keeper of the Poor House	277	
Permanent and Casual Poor, St. John's and Outports	75,000	
Servants and Paupers, Lunatic Asylum	18,000	
Ditto St. John's Hospital	9,000	
Ditto Poor Asylum	10,000	
		<u>118,377</u>
Carried forward.....		<u>\$196,883</u>

Brought forward		\$196,883
FERRIES.		
Great Placentia .....	.....	\$139
Salmonier .....	.....	116
Mall Bay .....	.....	80
Colinet .....	.....	116
Portugal Cove .....	.....	140
Trinity .....	.....	139
Topsail .....	.....	116
Harbor Grace .....	.....	140
Random Sound, Trinity Bay .....	.....	120
Little St. Lawrence .....	.....	47
Holyrood .....	.....	140
Burin and Mud Cove .....	.....	116
Aquaforte .....	.....	94
Mortier Bay .....	.....	116
Connaigre Bay .....	.....	139
Fogo .....	.....	47
King's Cove to Amherst Cove .....	.....	116
Harbor Breton .....	.....	120
Harbor Breton to Jersey Harbor .....	.....	140
Burgeo to La Poile .....	.....	120
La Poile Harbor .....	.....	140
Greenspond to Ship Island .....	.....	120
Twillingate and Fogo .....	.....	80
Ragged Harbor .....	.....	80
Exploits, Burnt Island .....	.....	80
River-head, St. Mary's .....	.....	50
Greenspond to Mainland .....	.....	80
Packet Boat, Western Bay to Cape St. Francis and St. John's .....	.....	140
		3,071
FOG AND NOON-DAY GUNS.		
Two men at Fort Amherst, for Fog Gun .....	.....	100
One man at Signal Hill, for Noon Gun .....	.....	48
Ammunition .....	.....	800
		948
Carried forward		\$200,902

Brought forward..... \$200,902

BLOCK HOUSE, SIGNAL STATION.

Two men's salaries, \$200 and \$180 ..	380	
Fuel and Light	70	
Chronometer Time	100	
		550

PUBLIC BUILDINGS.

Repairs St. John's Court House	600	
Do. St. John's Penitentiary.....	600	
Do. Outport Court Houses & Gaols	1,000	
Do. Poor Asylum ..	400	
Do. St. John's Hospital	600	
Do. Custom House..	100	
Do. Colonial Building	400	
Do. Block House.....	200	
Do. Imperial Property handed over to Newfoundland.....	1,000	
Fuel and Light Custom House	400	
Ditto Government House ...	1,000	
Ditto Colonial Building.....	700	
Supplies Court Houses and Gaols.....	6,000	
		13,000

STEAM SUBSIDIES.

Postal Steam to the Westward	21,600	
Ditto to Channel, West Coast and Labrador	4,000	
Ditto to the Northward	13,200	
Ditto to Conception Bay	6,500	
Ditto at the Labrador	7,000	
Ditto to and from Liverpool to St. John's, Halifax and America	69,120	
		121,420
		—————
Carried forward.....		\$335,872

MISCELLANEOUS GENERAL—(Continued.)

Brought forward	\$51,092 38	\$335,872
In aid of Water Company	167 20	
Pension to J. C. Nuttall, late Sub-Collector, Brigus	693	
Light House or Alarm at Cape St. Francis	20,000	
To encourage Home Industries	3,000	
Special vote for Public Works, \$1,000, per Electoral District	15,000	
Fitting Apparatus, Long Point, Twillingate	1,000	
Removing Dwelling-house, and erecting covered way, Harbor Grace Island	2,000	
Carbonear Court House and Police Barracks	4,000	
Portugal Cove Wharf, renewal and extension	4,400	
To finish New Wing for Males, Lunatic Asylum	2,000	
Water Service for Lunatic Asylum	1,000	
Boiler-house improvements, Lunatic Asylum	1,000	
Chief Examiner of Masters & Mates and Harbor Master	1,920	
Assistant Examiners and Boat hire, &c.	600	
		<u>107,872 58</u>
		<u>\$443,744 58</u>

JAMES J. ROGERSON,
Receiver General.

No. 28.

**Financial Statement of the Affairs of the Colony of
Newfoundland, for the year 1876.**

ESTIMATED EXPENDITURE.

GOVERNMENT HOUSE.

The Governor .....	.....	\$12,000	
The Private Secretary .....	.....	924	
The Governor's Orderly .....	.....	300	
Keeper of the Lodge .....	.....	277	
Fuel and Light .....	.....	1,000	
		<u> </u>	\$14,501

COLONIAL SECRETARY'S OFFICE.

The Colonial Secretary .....	.....	2,400	
First Clerk .....	.....	1,124	
Second Clerk .....	.....	800	
Office Keeper .....	.....	400	
		<u> </u>	4,724

RECEIVER GENERAL'S OFFICE.

The Receiver General .....	.....	2,400	
Clerk .....	.....	1,124	
		<u> </u>	3,524

CUSTOM'S DEPARTMENT.

The Assistant Collector .....	.....	1,600	
Landing and Tide Surveyor .....	.....	1,154	
First Landing Waiter .....	.....	1,100	
Second Ditto .....	.....	1,000	
Third Ditto .....	.....	750	
First Clerk and Warehouse Keeper ..	.....	1,100	
Second Clerk .....	.....	900	
		<u> </u>	<u> </u>
Carried forward.....		\$7,604	\$22,749

CUSTOM'S DEPARTMENT.—(Continued.)

Brought forward.....	\$7,604	\$22,749
Third Clerk	750	
Fourth Clerk	750	
Fifth Clerk	600	
Two Lockers	900	
Labrador Collector, \$750 and 5 per cent on all Duties collected	750	
Landing Waiter and Clerk, Hr. Grace	600	
Tide Waiters and Boatmen, including Harbor Grace	11,410	
Crew of Night Boat	1,485	
Non-Official Members of Board of Re- venue	231	
Housekeeper	185	
Incidentals	693	
Fuel and Light	400	

SUB-COLLECTORS.

Harbor Grace, \$739, and 2½ per cent., not to exceed \$1,182	739
Trinity	800
Carbonear, \$690, Greenspond, \$690 ..	1,380
Lapoile, \$690, Gaultois, \$550	1,240
Twillingate, \$690, Fogo, \$690	1,380
Lamaline \$550, Harbor Briton \$462..	1,012
LaManche & Oderin, \$462, Burin \$690	1,152
Brigus	462
Pushthrough \$462, Channel \$462	924
Bay-de-North and English Harbor ..	462
Labrador, Blanc Sablon, \$231, and 10 per cent. on all Duties collected.	231

PREVENTIVE OFFICERS.

Bay Bulls \$231, Fortune \$231	462
Ferryland \$231, Burgeo \$231	462
Little Placentia \$231, St. Mary's \$231 ..	462
St. Lawrence \$231, Bay Roberts \$231 ..	462

Carried forward.....	\$37,988	\$22,749
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 PREVENTIVE OFFICERS.—(Continued.)

Brought forward.....	\$37,988	\$22,749
Placentia \$231, Catalina \$231	462	
Tilt Cove and Bett's Cove, \$231, Grand Bank \$231	462	
Rose Blanche \$231, Trepassey \$231..	462	
Renews \$100, and 20 per cent. on all Duties collected	100	
Per centage on Duties to Outport Officers	3,097	
	<hr/>	42,571

FINANCIAL DEPARTMENT.

The Financial Secretary	1,384	
Clerk in Financial Secretary's Office .	800	
	<hr/>	2,184

AUDITOR OF PUBLIC ACCOUNTS.

The Auditor of Public Accounts		1,000
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BOARD OF WORKS.

The Chairman	2,000	
The Accountant	1,200	
The Secretary	924	
Assistant Clerk	400	
Inspector of Public Buildings & Light Houses	1,000	
Clerk	600	
Messenger	250	
Members of the Board of Works (4) .	800	
	<hr/>	7,174

COLONIAL BUILDING.

The Keeper	300	
Fuel and Light	700	
	<hr/>	1,000

CROWN LANDS.

The Surveyor General	2,400	
Draughtsman and Assistant	1,124	
	<hr/>	
Carried forward.....	\$3,524	\$76,678

CROWN LANDS—(Continued.)

Brought forward	\$3,524	\$76,678
Topographical Assistant	960	
Deputy Surveyor.....	500	
Carrying out Crown Land's Act	340	
Repairs of Government House	2,000	
	<u>7,324</u>	

LEGISLATIVE CONTINGENCIES.

Estimated Amount		27,000
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COURT HOUSES AND GAOLS.

Supplies		6,000
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JUDICIAL DEPARTMENT.

The Chief Justice	5,000	
Two Assistant Judges	8,000	
Attorney General	2,400	
Solicitor General	1,200	
Sheriff, Central District	1,384	
Ditto Northern District	1,384	
Ditto Southern District	923	
Bailiff, Central District, and Keeper of Court House	550	
Chief Clerk and Registrar, Supreme Court	1,800	
Chief Clerk and Registrar, Northern Court	1,100	
Clerk in Registrar's Office, Supreme Court	600	
Stationery for Registrar's Office	93	
Crier and Tipstaff, St. John's	300	
Crown Prosecutions	2,000	
To defray expenses of Inquests	600	
Circuit of Judges and hire of Steamers	5,600	
	<u>32,934</u>	

POLICE DEPARTMENT.

Two Judges, Central District Court .	3,200	
District Judge, Harbor Grace	1,400	
	<u>4,600</u>	
Carried forward.....	4,600	\$149,936

POLICE DEPARTMENT.—(Continued.)

Brought forward.....	\$4,600	\$149,936
Clerk of the Peace, St. John's, and for collection of License Fund....	1,570	
St. John's Police Force ..	}	31,620
Harbor Grace ditto		
Carbonear ditto		
Brigus & Twillingate ditto		
And other Outports		
Governor of the Penitentiary	900	
Turnkey Ditto	300	
Two Assistants, St. John's	500	
Keeper of Court House, Harbor Grace	50	

OUTPORTS.

Sixteen Magistrates, Six Clerks of the Peace, Ten Gaolers, Fifty Constables,	{ As per detailed statement }	18,878	
		<hr/>	58,418

FERRIES.

Estimated Amount for this Service ...	3,071
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REPAIRS OF PUBLIC BUILDINGS.

Repairs St. John's Court House	600	
Do. St. John's Penitentiary.....	600	
Do. Outport Court Houses & Gaols	1,000	
Do. Poor Asylum ..	400	
Do. St. John's Hospital	600	
Do. Custom House..	100	
Do. Colonial Building	400	
Do. Block House.....	200	
Do. Imperial Property handed over to Newfoundland.....	1,000	
	<hr/>	4,900

POSTAL DEPARTMENT.

Estimated amount for this Service....	23,000
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Carried forward.....	\$239,325
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 INTEREST ON PUBLIC DEBT.

Brought forward.....	\$239,325
Amount of Public Debt, \$1,258,710.48:	
Interest, payable half-yearly	64,800

STEAM SUBSIDIES.

Postal Steam to the Westward	21,600
Ditto to Channel, West Coast and Labrador	4,000
Ditto to the Northward	13,200
Ditto to the Labrador	7,000
Ditto to Conception Bay	6,500
Ditto to and from Liverpool to St. John's, Halifax and America	69,120
	<hr/>
	121,420

RELIEF OF THE POOR.

The Commissioner.....	1,154
Inspector	700
Assistant Inspector	250
District Surgeons, St. John's	925
Gaol Surgeon, Ditto	185
Gaol Surgeon, Conception Bay	139
District Surgeon, Conception Bay.....	462
Physician, Lunatic Asylum	1,385
Two Physicians, St. John's Hospital...	900
Keeper of the Poor Asylum	277
Permanent and Casual Poor.....	75,000
Servants and Paupers, Poor Asylum ..	10,000
Ditto Lunatic Asylum ..	18,000
Ditto St. John's Hospital ..	9,000
	<hr/>
	118,377

PENSIONS.

E. M. Archibald, late Attorney General	1,615	38
B. G. Garrett, " Sheriff	1,269	23
	<hr/>	<hr/>
Carried forward	\$2,884	61
		\$543,922

PENSIONS.—(Continued.)

Brought forward.....	\$2,884 61	\$543,922
John Canning, late Collector	2,485	
Thomas Gaden, " Landing Waiter.	924	
B. Sweetland, " Magistrate	693	
William Magill " Keeper Peniten- tiary	693	
Widow Chancey	185	
Widow Buckley	116	
R. J. Pinsent, sr., late Judge Labrador Court	1,154	
G. H. Emerson, late Master-in-Chancery and Clerk to Legislative Council ..	1,616	
E. L. Moore, late Landing Waiter	924	
Robt. Bayly, late Sub-Collector, Trinity	970	
Thomas Reid, late Sub-Collector and Magistrate, La Poile	1,084 60	
J. C. Nuttall, late Sub-Collector, Brigus	693	
Harriet Oke	200	
Patrick Burke	94	
Miss Solomon	231	
	—————	13,947 21

EDUCATION.

Amount for Academies, under Consoli- dated Statutes, Title 21, Chap. 74	8,354	
Amount for Elementary Schools, under Consolidated Statutes, T.21,C. 74	79,255	
	—————	87,609

FOG AND NOON-DAY GUNS.

Two men at Fort Amherst, for Fog Gun	100	
One man at Signal Hill, for Noon Gun	48	
Ammunition	800	
	—————	948

BLOCK HOUSE, SIGNAL STATION.

Two men's salaries, \$200 and \$180 ..	380	
Fuel and Light	70	
Chronometer Time	100	
	—————	550

Carried forward.....		\$646,976 21
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MISCELLANEOUS.

Brought forward.....			\$646,976 21
Printing and Stationery	\$5,000		
Postage and Incidentals	400		
Insurance on Public Buildings.....	1,384		
Unforeseen Contingencies	2,307		
St. John's Gas Company	1,650		
Harbor Grace Ditto	346		
Shipwrecked Crews	2,000		
Dorcas Society, St. John's	230	77	
Ditto Harbor Grace	120		
Ditto Carbonear	115	38	
St. John's Factory	461	54	
Orphan Asylum, Industrial Depart- ment	230	77	
Ladies St. Vincent De Paul Society, St. John's	230	77	
Ladies St. Vincent De Paul Society, Harbor Grace	120		
General Protestant Industrial Society, St. John's	461	54	
Agricultural Society, St. John's ...	1,553	84	
Ditto Conception Bay	461	54	
Keeper Halfway House, Salmonier ..	162		
Cleansing St. John's Streets	1,600		
Labrador Revenue Cruiser	2,500		
Repairs of Town Clock	69	23	
Roads and Bridges	90,000		
Geological Survey	5,000		
Inspector of Weights and Measures .	93		
Newfoundland Almanac	116		
In aid of Sewerage Account	800		
In aid of Water Company	167	20	
Light House or Alarm at Cape St. Francis	20,000		
To encourage Home Industries	3,000		
Special vote for Public Works, \$1,000, per Electoral District	15,000		
Carried forward	\$155,580 58		\$646,976 21

 MISCELLANEOUS—(Continued.)

Brought forward	\$155,580 58	\$646,976 21
Fitting Apparatus, Long Point, Twil- lingate	1,000	
Removing Dwelling-house, and erect- ing covered way, Harbor Grace Island	2,000	
Carbonear Court House and Police Barracks	4,000	
Portugal Cove Wharf, renewal and extension	4,400	
To finish New Wing for Males, Luna- tic Asylum	2,000	
Water Service for Lunatic Asylum .	1,000	
Boiler-house improvements, Lunatic Asylum	1,000	
Chief Examiner of Masters & Mates and Harbor Master	1,920	
Assistant Examiners and Boat hire, &c.	600	
	<hr/>	173,500 58
Debiting \$95,017 32, Unexpended Legislative Grants, the balance on the 31st December, 1875, ac- count is		65,986 27
Debenture due under St. John's Re- building Act		309 26
		<hr/>
		<u>\$886,772 32</u>

ESTIMATED REVENUE FOR THE YEAR 1876.

Customs, including Labrador	.....	\$785,000	
Crown Lands	.....	4,000	
Postal	.....	13,000	
Licenses	.....	6,000	
Miscellaneous Sources	..	9,139	
Sewerage Account, Interest	.....	3,461	
St. Pierre Mail Service	.....	1,600	
Estimate Harbor Master's Dues and Examiner's Fees	.....	2,500	
Loan for Railway Survey, and new Erections proposed to be built this year	.....	60,000	
			884,700
Balance against the Colony	.....		2,072 32
			<u>\$886,772 32</u>

JAMES J. ROGERSON,
Receiver General.

 GENERAL LIGHT HOUSES FOR THE YEAR 1876.

ESTIMATED EXPENDITURE.

Long Point, Twillingate . . . . .	.....	\$1,400	
Cann Island, Seldom-come-By	.....	840	
Offer Wadham Island . . . . .	.....	1,300	
Puffin Island, Greenspond ..	.....	950	
Cape Bonavista . . . . .	.....	1,850	
Green Island, Catalina . . . . .	.....	1,600	
Fort Point, Trinity . . . . .	.....	250	
Baccalieu Island . . . . .	.....	2,000	
Harbor Grace Island . . . . .	.....	1,300	
Ditto Beacon . . . . .	.....	400	
Fort Amherst . . . . .	.....	1,300	
St. John's Leading Lights ..	.....	200	
Cape Spear . . . . .	.....	1,500	
Ferryland Head . . . . .	.....	1,800	
Cape Pine . . . . .	.....	1,600	
Cape St. Mary's . . . . .	.....	1,800	
Dodding Head . . . . .	.....	1,300	
Brunette Island . . . . .	.....	1,300	
Garnish . . . . .	.....	240	
Belleoram . . . . .	.....	390	
Rocky Point, Harbor Briton	.....	250	
Boar Island, Burgeo . . . . .	.....	840	
Rose Blanche .. . . . .	.....	950	
Channel Head.. . . . .	.....	500	
Contingencies . . . . .	.....	800	
			<hr/> \$26,660

GENERAL LIGHT HOUSES FOR THE YEAR 1876.

ASSETS.

Balance due Light Houses, from the year 1875..	\$1,678 33
Estimated amount of Light Dues, for the year 1876 ..	24,981 67
	<u>\$26,660 00</u>

JAMES J. ROGERSON,
Receiver General.

No. 29.

Expenditure for Relief of Poor during

DISTRICTS.	JANUARY.
St. John's Permanent Poor	£131 8 0
" Casual Poor	168 0 6
" Orphanages .....	.....
" Incidentals	13 12 4
Brigus	107 14 0
Burin	25 19 0
Bay-de-Verds	53 6 6
Burgeo & LaPoile	12 14 8
Bonavista	144 9 6
Carbonear	28 2 6
Fortune Bay	33 0 0
Ferryland	105 18 3
Harbor Grace	66 11 0
Harbor Main	23 5 3
Placentia & St. Mary's	8 15 0
Trinity	221 0 9
Twillingate & Fogo	203 18 9
Labrador	39 7 0
French Shore .....	.....

the year ending 31st December, 1875.

FEBRUARY.	MARCH.	APRIL.	MAY.
£126 4 0	£125 19 6	£126 16 6	£128 10 0
215 1 11	238 3 6	245 18 6	216 4 3
.....	162 15 6	.....	.....
27 10 0	3 13 6	68 6 1	3 10 0
141 7 6	39 18 6	102 11 0	215 13 10
17 0 0	.....	12 5 0	212 5 6
43 5 0	53 5 0	75 16 9	271 10 0
70 0 0	41 10 0	67 14 0	52 15 0
4 10 0	2 0 0	81 0 0	417 17 0
79 0 0	36 7 6	111 10 3	60 4 0
28 10 0	15 0 0	18 0 0	28 10 0
46 7 6	69 10 6	195 9 6	239 10 6
472 17 7	43 2 6	518 16 1	79 3 0
111 4 0	26 4 6	88 5 6	148 8 0
25 10 0	28 14 10	51 18 6	487 8 3
101 1 3	52 2 9	126 10 0	604 3 6
54 16 6	4 0 0	5 0 0	82 2 0
.....
.....

Expenditure for Relief of Poor during

DISTRICTS.	JUNE.
St. John's Permanent Poor	£128 5 0
" Casual Poor	211 1 6
" Orphanages.....	134 10 0
Incidentals .....	.....
Brigus	14 0 6
Burin	186 6 0
Bay-de-Verds	139 2 6
Burgeo and La Poile	49 10 0
Bonavista	74 15 0
Carbonear	71 18 6
Fortune Bay.....	51 0 0
Ferryland	55 5 6
Harbor Grace	15 13 0
Harbor Main	33 1 0
Placentia & St. Mary's	204 0 4
Trinity.....	107 18 6
Twillingate & Fogo	438 0 3
Labrador.....	.....
French Shore .....	.....

the year ended 31st December, 1875.

JULY.	AUGUST.	SEPTEMBER.	OCTOBER.
£126 9 0	£125 3 0	£126 8 0	£126 5 0
235 4 3	215 6 9	217 11 9	227 7 3
.....	.....	125 0 0	.....
3 3 4	6 7 2	17 12 5	.....
232 18 1	81 12 0	12 16 0	262 18 7
87 15 0	11 5 0	20 10 0	179 9 10
104 16 6	50 15 0	21 2 6	252 11 0
83 2 6	56 8 9	13 17 6	51 15 0
150 5 0	53 15 0	30 15 0	137 18 6
61 9 9	43 15 0	20 7 6	109 18 2
31 0 0	12 0 0	1 10 0	90 0 0
118 15 6	100 9 6	77 7 0	113 5 6
84 5 0	518 10 2	3 16 0	257 3 7
122 3 0	26 10 0	31 4 0	34 5 11
93 5 2	20 2 6	14 5 0	296 10 0
271 5 1	119 5 0	63 18 6	275 3 6
141 10 3	23 7 2	152 7 5	119 5 3
.....	1 5 0	.....	1 0 6
.....	10 14 0	1 0 0	.....

Expenditure for Relief of Poor during

DISTRICTS.	NOVEMBER.
St. John's Permanent Poor	£126 5 0
" Casual Poor	212 11 4
" Orphanages .....	.....
" Incidentals	1 3 0
Brigus	52 16 5
Burin	197 15 8
Bay-de-Verds	65 2 6
Burgeo & LaPoile	166 9 3
Bonavista	171 12 6
Carbonear	33 14 6
Fortune Bay	33 0 0
Ferryland	146 17 0
Harbor Grace	85 14 0
Harbor Main	128 4 7
Placentia & St. Mary's	323 7 6
Trinity	295 14 6
Twillingate & Fogo	240 7 0
Labrador	10 5 0
French Shore .....	.....

the year ending 31st December, 1875.

DECEMBER.	AMOUNT.	GRAND TOTAL.
£125 9 0	£1,526 2 0	
249 0 1	2,651 11 7	
129 0 0	551 5 6	
20 8 3	165 6 1	
		£4,894 5 2
13 8 6	1,313 14 11	
27 5 0	977 16 0	
86 11 6	1,217 4 9	
33 5 0	699 1 8	
85 1 5	1,353 18 11	
90 19 9	747 7 5	
30 0 0	371 10 0	
162 5 0	1,431 1 3	
30 6 0	2,175 17 11	
22 8 0	795 3 9	
147 17 9	1,701 14 10	
154 19 10	2,393 3 2	
294 17 0	1,762 11 7	
34 8 3	86 5 9	
11 14 1	23 8 1	
		17,050 0 0
		£21,944 5 2

JOHN CASEY,
Commissioner of the Poor.

No. 30.**Forwarding Fishery Report.**

H. M. S. "ECLIPSE,"
St. John's, Nfld., 24th Oct., 1875. }

SIR,—

I have the honor to forward my Fishery Report for the year 1875 ; and in doing so, I regret to have to report a very indifferent Fishery season.

This may, I think, be attributed in a great measure to the unusual lateness and severity of the season. The same quantity of ice has not been known on this coast for forty years. On the 5th August we counted in one day upwards of one hundred icebergs in the Straits of Belle Isle, and an unusual occurrence took place this year, viz. : that towards the end of the season, when the cod were in some places plentiful, bait was not to be secured.

On the whole the summer has been unusually fine and dry, with less fog than is usual at that season.

I have the honor to be, Sir,
Your obedient Servant,

JAMES E. ERSKINE,
Captain and Senior Officer.

Vice-Admiral
GEORGE G. WELLESLEY, C. B., &c., &c.,
Commander-in-Chief.

**Report on the Newfoundland and Labrador Fisheries,
for the year 1875.**

First Cruize H. M. S. "Eclipse."

THE SOUTH COAST—CAPE RACE TO CAPE RAY.

Trepassey, June 9 to 11.—Found ourselves in a dense fog close to Cape Mutton; anchored for the night in Biscay Bay, and next day, June 8th, anchored off Daniel Point, Trepassey. Fog Signal much required on Powel's Head. No cod or salmon.

St. Mary's, June 12.—First sign of cod. One boat had thirty quintals of fish.

Salmonier, June 16.—Shoals of caplin seen sixty miles off the coast. Heard reports of great success on the banks from Mr. Curtis, who is, I believe, one of the few Englishmen fishing there; he had just come in for bait, and returns.

Colinet, June 18.—Fifty-two boats belonging to the Westward taking herring bait; seventy gone to Cape St. Mary's ground; good sign of fish. North Harbor, forty salmon caught in herring seine; all well.

Placentia, June 19.—Three hundred western boats having returned on 18th, with from five to fifteen quintals on bultows; caplin struck into Placentia June 10th; very little cod with hook-and-line; all well; no complaints.

Burin, June 21.—No fish; no caplin; herring bait; no complaints; all well.

Great St. Lawrence, June 22.—Fifty quintals of salmon in sea nets; good prospect of cod; average for punt, two hands, five quintals; forty quintals by bultows. No complaints; all well.

Little St. Lawrence, June 22.—Doctor performed an operation here; also, case of St. Vitus's dance. They have got over their superstition against the use of bultows.

Bay Despair, June 25.—GREAT JERVIS HARBOR—Poor fishery; herring bait. People healthy; no complaints. NORTH ARM—Only five families here, including telegraph station. Getting a few cod in East River.

Cape LaHune, June 26.—Getting a good many salmon, and fair prospect of cod.

Little River, June 26.—Cod fishing very poor as yet; no caplin; herring scarce; five salmon nets at the entrance. People very poor; hand lines only used. All well and no complaints.

RAMEO AND BURGEO ISLANDS.

White Bear Bay, June 29.—Fair catch of cod, and good prospect. About fifty quintals taken by codseines on 26th. Bait scarce. All well.

LaPoile, June 29.—Cod scarce; caplin in since June 20th; weather having been rough, much against fishing. All well.

Port-aux-Busques, July 3.—From thirty to ninety quintals cod for two men; caplin in on June 10th, plentiful. Salmon scarce, and no wonder!! All deep sea fishing handline in ninety to two hundred fathoms, five miles off shore; weather much against fishing. Men from Burgeo to Port-aux-Basques have been off the latter place all May and June. Halibut caught here up to 200 lbs. weight.

Sydney, Cape Breton, July 8 to 14.—Left Port-aux-Basques at 4 p. m., July 7th; arrived off North Sydney 6 a. m., 8th; took in one hundred tons of coal and was at anchor off South Sydney at 4 p. m.

Codroy, July 15 to 18.—French establishment on Codroy Island, consisting of sixteen men, one schooner, seven small boats, and six stages. Very good feeling between French and English. Population on main land about four hundred and is increasing. French captain complained against use of cod seines. Heard complaint against the proceedings of French war steamer *Adonis*. Cod-fishery middling; caplin had gone; very little doing. Salmon increasing here.

Bay St. George, July 18.—No French here. One thousand five hundred to two thousand inhabitants between the two Capes. Herring fishing chiefly; have had a poor season as yet. All well; no complaints; a clergyman and doctor; no magistrate.

Bay of Islands, July 21.—BIRCHY COVE, HUMBER SOUND—Cod-fishing very good, better than usual; caplin plentiful; crops good. Four new families in the Sound; new school-house just completed, and two Roman Catholic chapels; fifteen new dwelling houses; four new fish stores; six new families in South Arm; two saw mills, both in full swing; salmon scarce. Mr. Carter, collector of timber duties, referred to me; declined to interfere.

Bonne Bay, July 23.—Cod-fishery very poor. A great many complaints, chiefly disputes, about land and the use of cod seines and trawls. Caplin plentiful; fifty tierces of salmon in the Bay; all men at the Labrador; six new families from Nova Scotia; two from Cape Breton; seventeen new dwelling-houses, six new stores, one new church; people healthy.

Daniel Head and Cow Head.—Salmon and cod fishery good

Roche Harbour.—More cod than Bonne Bay. Some salmon

Ponds River, Mall Bay, July 25.—Two Rivers, both completely barred by a weir and fished by a Frenchman. Frenchman and five others, thirty tierces of salmon, thirty quintals of cod. Chinnick (English) and two hands, five tierces of salmon and ten quintals of cod.—(See special report.)

Trout River.—Cod scarce; a few salmon. No complaints.

Hawke's Harbor, July 25.—Two rivers fished by two brothers, Francis and Bryan Eastman, from Port-aux-Choix; five tierces salmon; Northeast River, two tierces salmon. Torrent no settlers here.

Keppel's Island.—Three French vessels, one barque and two brigs, about two hundred men. Same as last year; fish scarce; bait plentiful.

Port-aux-Choix.—Five French vessels, about five hundred and fifty men. Same English as last year; plenty caplin; cod scarce.

St. John's Island, July 30.—Four French vessels, about four hundred and fifty men. Six English families, same as last year; fish scarce; caplin plenty and few herrings; all well. Salmon scarce, and no wonder!!

St. Barbe's, July 30.—Cod scarce, also salmon, and no wonder! No complaints; all well. Sent a boat up rivers and found nets properly placed, of course.

Forteau, Labrador, July 31.—Five hundred quintals for two cod seines; from thirty to forty per boat, hook-and-line; caplin plentiful. August 3, from four to five quintals, boat two hands. Salmon scarce.

Black Bay, August 4.—From twenty to thirty quintals per boat; caplin plenty; all well.

Red Bay, August 4.—Seven hundred and fifty quintals, two codseines; from twenty to forty quintals per boat, two hands; one codseine, one hundred quintals. Salmon plenty in sea nets, and all along as far as Venison Tickle. Bait plenty.

Cremaillre Bay, Nfld., August 5.—Cod-fishery good with hook-and-line; salmon plenty. Four English families. No French rooms for nine years. Herring plenty; all well; no complaints. French fishery bad with codseines in different harbors around. No end of icebergs; counted one hundred and twelve one day.

Canada Bay, August 17.—INGLEE COVE.—Thirty to forty quintals per boat; seventy tierces of salmon, all told. Bait plentiful, good prospects of fish. Herring coming in. Twenty English families here. Nearest French rooms—Canada Harbor one; Cat's Cove one.

Hilliard Harbor.—No French room here now. Left Canada Bay 11.30 a. m., August 17th, for St. John's.

Second Cruize H. M. S. "Eclipse."

Left St. John's at 5 p. m., 9th September, having on board two moose for conveyance. Arrived and anchored off Bussy Point, Gander Bay, at 6 p. m., September 10th.

Gander Bay, Sept. 10th to 21st.—Landed the moose safely 13th September, and having kept them in a cow house for a few days, finally, on Monday 20th, turned them into the woods. Sailed next day, nothing more having been seen of them.

Average fishing in the neighborhood of Fogo, twelve qtls. per man. Fish still plentiful, but bait scarce; obliged to use shell fish. Passed a schooner from the Labrador, who had four hundred quintals; belonged to Greenspond, reports fish scarce, but herring plentiful.

Canada Bay, Sept. 22.—Plenty of cod, but no bait but shell fish. Have had a fair season—that means good. Salmon have done well.

Cape Rouge Harbor, Sept. 23.—Seven French rooms, four vessels, about five hundred men. The French in this harbor have had a fair voyage, the best by all accounts on this part of the coast. Ten French vessels here preparing to go home.

Conche.—No French here; about twenty English families; no difficulties with the French, except complaint reported on.

St. Anthony's, Sept. 24.—Two French rooms and three vessels. About twelve English families in the Bay, and about the same number in St. Mien's Bay. Bad fishery. French Captain told me each ship would lose from four thousand to five thousand francs on the voyage. Salmon had been good. Complaints between French and English general here.—(*See Magisterial Duties.*)

THE LABRADOR.

Niger Sound, Horn Bay, Sept. 25.—This is a very snug anchorage and easy of access. We rode out a furious north-

west gale; barometer down to 28.55; good holding ground. October 1st, a heavy snow storm set in and lasted three days.

Camp Island, Chimney Ticks, and Pleasure Harbor.—Catch seventy to eighty quintals for two men. One hundred and fifty to one hundred and eighty barrels of herring per room.

Cape St. Charles.—About same catch of fish and herring; salmon good. *Ripple*, schooner, from Bay of Islands, eight men. Summer catch, two hundred quintals cod, three hundred barrels herring, fifteen tierces salmon.

Islet Bay.—Four schooners here.

Cape Charles.—Ten schooners here.

Antel Cove.—Four schooners here.

Sizes Harbor.—Fifty schooners here.

Battle Harbor.—Stopped and communicated with Mr. Knight, Collector of Customs, who has no complaints. Eight schooners here. Heard of no barring of herrings.

From Camp Island to Dead Islands.—Herring fishery has been very good. Cod middling, and at Little Harbor great abundance of herring.

Magisterial Duties H. M. S. "Eclipse," 1875.

PORT-AUX-BASQUES.

Found North-east river of Grand Bay barred. Suspicions being directed towards William Kiddle, who had been previously warned by Commander Luttrell, he was summoned and examined. He solemnly denied having anything to do with the net, and nobody appearing, due notice having been given, it was accordingly seized, and will be sold by public auction at S. John's.—(See letter to Sir H. Hoyles.)

CODROY.

BREACH OF THE PEACE.—William Ellis *vs.* Reuben Rendell. The latter bound over to keep the peace, himself in £1, Nathaniel Arroworthy and William Ellis in the sum of ten shillings; and several minor cases. Took depositions with respect to lifting of nets by French Rep. S. V. *Adonis*. Heard complaint of French against use of codseines; ordered them to be discontinued.

BAY OF ISLANDS.

Received the following letter from Mr. Carter:—

SIR,—

Having been appointed by the Governor of Newfoundland, Collector of Timber duties and Justice of the Peace, and failed to induce mill proprietors or exporters of timber to comply with the requirements, I am directed by the terms of the commission to proceed against them in the name of the Surveyor General of Newfoundland, John H. Warren, Esq., for the penalty as prescribed in the Act before one of the Justices of the Peace in H. M. Ships *Eclipse* or *Swallow*. May I ask a few minutes interview to explain the position further, at your leisure.

Sir, your obedient servant,

(Signed) G. W. B. CARTER.

Not considering that this fell properly within the range of my duties, although a most important subject to the Colony, decided not to interfere.

BONNE BAY.

William Raikes asked several questions relative to French treaties and rights to land, &c. Read and endeavoured to explain treaties.

George Watts—dispute with brother-in-law, Wm. Moore, as to land. The latter being absent at the Labrador, case could not be decided. Also enquired as to the legality of using codseines and trawls.

Case of Augustus Brow *vs.* Robert Lewis. Brow sued Lewis for non-payment of debt of £30, and produced an ac-

knowledge to that effect, signed by Lewis. The latter being duly summoned, did not appear. Judgment accordingly went by default, and Robert Lewis ordered to pay the debt within six calendar months or answer at his peril.

Case of Lisle Deane and his two sons, with respect to their shares in a small schooner now building. Made an arrangement which appeared to satisfy all parties, and Mr. George Preble promised to be answerable for the full carrying out of this agreement. Willis Deane cautioned not to commit a breach of the Peace.

ST. JOHN'S ISLAND.

Heard statement of Emanuel Cains, with respect to the destruction of his fishing stage by Republic French War Steamer.

FORTEAU, LABRADOR.

CASE OF BREACH OF CONTRACT.—William Moore complains of breach of contract on the part of Mr. Pedwick, merchant. Unable to act, but considered Moore's case a hard one, if his statement was true.

CANADA BAY.

INGLEE COVE.—Took deposition of James Dunn, with respect to a French brig, name unknown, coming from La Scie, and robbing of salmon, threatening and abusing the English. Wished to have treaty rights explained; endeavored to do so.

Complaint preferred by French Captain of brig *Concorde*.—
(See further on.)

GANDER BAY.

Found a salmon net set after proper date, belonging to Robert Gillingham; ordered it to be taken up. Also, found a trout net set in river, but in tidal waters. Is this legal?

John Harris and others complained of the hardship of new clause in salmon Act, altering the size of mesh. Fish running small in this river, they say they will catch none in the six-inch mesh. It is hard also, they assert, for a poor man to have to set up a new net. I think they have a legitimate grievance, and am of opinion that the Salmon Laws require careful revi-

sion; they do not appear to me to be drawn up by people thoroughly acquainted with the subject.

CAPE ROUGE HARBOR.

Complaint of T. Muner, Captain of French brig *Union*, against John Casey and other inhabitants of Conche Harbor—forwarded by Captain Aubry.

The *Union* had sailed for France two days before, but I examined the English guardian and several other witnesses, and found as follows, viz.:—That the brig in question was driven on shore on the 7th September, and that three weeks elapsed, during which time the captain could, and in fact, did, save everything of any value belonging to her; and that he then sailed for France, leaving his guardian in charge of her remains. That John Casey and others, did, sometime afterwards, the brig being half under water, appropriate the main-mast and several other insignificant items, such as cabin bulk-heads. One man accused of having taken a grapnel, at once admitted of having done so, saying that the gardien told him he could have it if he could get it, which he did after considerable trouble. Considering all the circumstances of the case, I fail to see that these men have committed any serious crime; although I warned them for the future, not to appropriate any wrecked property.

Also, found here French brig *Concorde*; sent for Captain and told him I was ready to listen to any complaint he had to make against any British subject, and, if necessary, to punish offenders. He, in presence of Senior Lieutenant and other officers, begged that I would take no steps in the matter. His complaint appeared to me to be of a trivial nature. On the whole, I believe, the fishermen of the two nations get on here well together.

ST. ANTHONY'S.

Investigated complaint brought by Capt. Lamby, French Prudhomme, and forwarded by Capt. Aubry. Capt. Lamby having no evidence to support the charge of theft against Jean Petit, dismissed the case.

Complained that the English had interfered with the French by setting salmon nets in St. Mien's Bay. There have

always been disputes between the French and English here, and the reason is, that St. Mien's Bay is a first rate place for salmon nets, and it is likewise the place where the French find it convenient to draw their codseines. Under these circumstances it is almost impossible for the English to prosecute their employment without breaking the letter of the treaties and interfering with the French. I accordingly swore in Robt. Simms, as special constable, and gave him the following orders, a copy of which I likewise gave to Captain Lamby:—"When informed by the French Prudhomme, that any English subjects are interfering with the French, by setting their salmon nets to the detriment of the French cod fishery, he is at once to order their removal; and if the owner refuses to do so, he is himself to see it done, calling to his assistance such persons as he may require; and any person obstructing or threatening this officer, in the execution of these orders, will be reported to the first Man-of-War visiting the port, and will answer for the same at his peril." And I should recommend that in the event of any future report from this place, an example should be made of any offenders, as I think it would prevent future complications. Robert Simms complains, and I think with justice, that he should be compelled to serve as special constable, the duties of which office take up a great deal of his time and are otherwise disagreeable, without remuneration. I promised to represent this for the favorable consideration of the Colonial Government.

JAMES E. ERSKINE,

Captain.

Miscellaneous Information.

*Return shewing the Total Population from Cape Ray to Cape John
by Census of 1874.*

Church of England	.....	.....	3768
Church of Rome ..	.....	.....	3716
Wesleyans, Methodists	.....	.....	991
Others	.....	.....	179
			<hr/>
Total....	.....	.....	8654

A few French and Americans reside permanently, but they are married into British families, and are scarcely distinguishable from them.

*Return shewing the number of Frenchmen and Vessels employed
and sailing from St. Pierre, between 1867 and 1874, fishing
on the Banks and off St. Pierre.*

		No. Vessels.		No. Men.	
1867	804	.....	7178
1868	774	.....	6552
1869	806	.....	6452
1870	833	.....	6397
1871	665	.....	5295
1872	865	.....	5620
1873	899	.....	6036
1874	847	.....	5621

In the list of Vessels are included the schooners from St. Pierre and boats not decked, employed at the local fishery about St. Pierre.

NOTES TAKEN FROM MR. KNIGHT'S CENSUS—1874.

Point Riche.—Eight inhabitants. Light-house erected by Canada.

Port-aux-Choix.—Forty-six inhabitants. Four French rooms, two at Boat Cove and two at Savage Island; and seven French vessels.

St. John's Island.—Fifty-eight inhabitants. Five French rooms; one barque, one brigantine, three brigs, four schooners, about two hundred and sixty men; seines and bultows.

New Ferrolle.—Twenty-seven inhabitants. Eight French brigs, two barques, seven schooners. These vessels have their rooms at Port-aux-Choix and other places; they follow the fish down the coast as far as Flowers and Savage Coves. The people living on shore in tents; they fish with bultows well off in the Straits, and are generally supplied with bait from Lance-a-Loup and Pinware.

Savage Cove.—Fifty inhabitants. About fifteen French vessels came to this Cove from Port-aux-Choix in July, to fish with bultows, &c., remain till herring fishery is nearly over.

Cape Norman.—Four inhabitants. Northern point of Newfoundland; Light-house erected by Canada.

Western Head.—Seven inhabitants. One French room, one brig, seventy men; catch this season, two thousand quintals.

Noddy Bay.—Thirty-two inhabitants. Two French rooms, one barque, one brig, about one hundred and twenty men; catch, about three thousand quintals.

Belle Isle North.—Five inhabitants. Light-house erected by Canada.

Quirpon.—Eighty-eight inhabitants. Two French brigs and seven schooners, about one hundred and ninety men; catch about four thousand quintals.

Degrat.—Six inhabitants. Two French rooms here.

St. Anthony.—One hundred and ten inhabitants. Three French rooms and three vessels, one brig, one barque, one schooner, about one hundred and eighty men; catch five thousand quintals.

Goose Cove.—Eight inhabitants. One French room, two vessels.

Fishot Islands.—Fifty inhabitants. Five French rooms occupied, having a vessel for each room.

St. Julien's.—Twenty-five inhabitants. Two French rooms, six vessels, some of which go to the banks.

Croc.—Forty-one inhabitants. Two French rooms, two brigs; one had one thousand quintals from the banks, and the other eight hundred quintals, besides catch taken by crews left in harbour.

Crouse or Rouge Harbour.—Twenty-eight inhabitants. Nine French rooms, three occupied; this year's catch four thousand quintals. In Helia or Cove, east of Crouse, one French room.

Conche.—One hundred and eighty inhabitants. Eight French rooms here seven years ago; since then French have not fished here.

Hilliard's Harbor.—Nine inhabitants. No French vessel this year; one French brig last year, 1873.

Canada Harbor.—Twelve inhabitants. One French room.

Cat Cove.—Thirteen inhabitants. One French room.

Fleur-de-Lys.—Forty-nine inhabitants. Three French rooms and three vessels, about one hundred and sixty men; catch four thousand quintals.

Mings.—Eleven inhabitants. One French vessel this year.

Pacquet.—Five inhabitants. Two French vessels this year.

LaScie.—Twelve inhabitants. Four French rooms occupied; four vessels, about two hundred men; catch four thousand quintals.

The only places between Point Riche and Cape Ray where the French have rooms are, 1875:

Keppel's Island.—Ten inhabitants. Three French vessels, one barque, two brigs, about two hundred and fifty men.

Roche Harbor.—One hundred and twenty inhabitants. No French room here this year, 1875.

Red Island.—No inhabitants. One French room, about sixty men.

Codroy Island.—No inhabitants. One French room, sixteen men.

Most of the western coast is fished by the French passing north, which accounts for the small number of rooms.

JAMES E. ERSKINE,
Captain.

Medical Report on the Newfoundland and Labrador Fisheries—First Cruise, 1875.

H. M. S. "ECLIPSE," at St. John's, N. F.,
9th August, 1875. }

SIR,—

I have the honor to make the following Medical Report of the fishing stations visited by H. M. S. *Eclipse* on the coasts of Newfoundland and Labrador, between the 7th June and the 9th August, 1875.

The *Eclipse* sailed from St. John's on the 7th June, arriving on the 9th at Trepassey.

Twenty-two patients were prescribed for, viz. :—

Catarrh	.....	.....	.....	3 Cases.
Leucorrhœa	.....	.....	.....	4 "
Rheumatism	.....	.....	.....	5 "

Worms	.....	.....	.....	1	Case.
Neuralgia	.....	.....	.....	1	"
General Debility	.....	.....	.....	2	"
Strumous Ophthalmia	.....	.....	.....	1	"
Nasal Polypus	.....	.....	.....	1	"
Teeth extracted	.....	.....	.....	4	"

St. Mary's, June 12.—Thirty-nine applicants, viz. :—

Rheumatism	.....	.....	.....	13	Cases.
General Debility	.....	.....	.....	8	"
Bronchitis	.....	.....	.....	4	"
Neuralgia	.....	.....	.....	1	"
Diarrhoea	.....	.....	.....	1	"
Phthisis Pulmonalis	.....	.....	.....	2	"
Catarrh	.....	.....	.....	5	"
Asthma	.....	.....	.....	1	"
Pregnancy	.....	.....	.....	1	"
Phlegmon	.....	.....	.....	1	"
Constipation	.....	.....	.....	1	"
Ague	.....	.....	.....	1	"

Salmonier, June 15.—Fifteen applicants, viz. :—

Ophthalmia	.....	.....	.....	2	Cases.
Scrofula	.....	.....	.....	2	"
Dyspepsia	.....	.....	.....	1	"
Debility	.....	.....	.....	1	"
Rheumatism	.....	.....	.....	4	"
Neuralgia	.....	.....	.....	1	"
Prolapsus Ani	.....	.....	.....	1	"
Amenorrhœa	.....	.....	.....	2	"
Epithelioma of lower lip (excision performed.)	.....	.....	.....	2	"

Placentia, June 19.—No application for medical aid; very little communication with the shore in consequence of the stormy weather. Sailed on the 21st, calling, but not anchoring, at Burin. Informed by the pilot, who landed, that the place was healthy, and that a medical agent resided there.

Same day at GREAT and LITTLE ST. LAWRENCE.—Thirty-eight applicants, viz. :—

Debility	.....	.....	.....	3	Cases.
Cynanche	.....	.....	.....	2	"

Tongue-tied (operation performed)	1	Case.
Constipation	1	"
Catarrh	1	"
Bronchitis	4	"
Gastrodynia	4	"
Neuralgia	3	"
Phlegmon	2	"
Leucorrhœa	1	"
Amenorrhœa	1	"
Uterine Hemorrhage	1	"
Hydrocele	1	"
Chorea	1	"
Myopia	1	"
Ganglion	1	"
Sinus (situated near hip joint, operation performed)	1	"
Sprain	1	"
Tumors	2	"
Impetigo	1	"
Staphyloma	1	"
Pleurodynia	1	"
Nicotinism	2	"
Teeth extracted	1	"

North Bay, June 25.—No applicants.

Little River, June 27.—Five applicants, viz :—

Phthisis Pulmonalis	1	"
Gastrodynia	2	"
Worms	1	"
Tumour	1	"

La Poile Bay, June 29.—No applicants.

Port-aux-Basques, July 3.—Seventeen applicants, viz :—

Rheumatism	5	Cases.
Debility	2	"
Gastrodynia	1	"
Aphthæ	1	"
Lencorrhœa	1	"
Menorrhagia	1	"
Scrofula	1	"

Bronchitis	.....	.....	.....	1 Case.
Parenychia	.....	.....	.....	1 "
Warts	.....	.....	.....	2 "
Hydrocele	.....	.....	.....	1 "

A medical agent resides here, and visits Codroy and other places adjacent to this port.

Sydney, Cape Breton Island, July 8.—No applicants. Several medical men reside here. There were some cases of typhoid fever in the town.

Codroy, July 15.—Eight applicants, viz:—

Phthisis Pulmonalis	.....	.....	.....	1 Case.
Rheumatism	.....	.....	.....	1 "
Dysmenorrhœa	.....	.....	.....	1 "
Nervous Debility	.....	.....	.....	1 "
Reducible Inguinal Hernia	.....	.....	.....	1 "
Phlegmon ..	.....	.....	.....	1 "
Whitlows ..	.....	.....	.....	2 "

St. George's Bay, July 18.—No applicants.

Bay of Islands, July 21.—Ten applicants, viz:—

Gastrodynia	.....	.....	.....	1 Case.
Dyspepsia	.....	.....	.....	1 "
Aphthæ	.....	.....	.....	1 "
Bright's Disease	.....	.....	.....	1 "
Catarrh	.....	.....	.....	1 "
Asthma	.....	.....	.....	1 "
Bronchitis	.....	.....	.....	1 "
Wound	.....	.....	.....	1 "
Impetigo	.....	.....	.....	1 "
Lumbago	.....	.....	.....	1 "

Bonne Bay, July 23.—Eleven applicants, viz:—

Gastrodynia	.....	.....	.....	2 Cases.
Rheumatism	.....	.....	.....	1 "
Amenorrhœa	.....	.....	.....	1 "
Asthma	.....	.....	.....	2 "
Paralysis	.....	.....	.....	1 "

Incipient Cerebral Softening	1 Case.
Cancer of the neck	1 “

Hawke's Bay, July 25.—Two applicants, viz. :—

Worms	2 “
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St. Barbe's Bay, July 30.—One applicant, viz. :—

Rheumatism	1 “
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Forteau Bay, Labrador, July 31.—Six applicants, viz. :—

Catarrh	1 Case.
Dyspepsia	3 “
Lumbago	.....	1 “
Ring worm	.....	1 “

Black Bay, Labrador, August 4.—No applicants.

Red Bay, Labrador, August 4.—Seventeen applicants, viz. :

Rheumatism	.....	1 Case.
Debility	.....	1 “
Dyspepsia	.....	1 “
Constipation	.....	1 “
Diarrhoea	.....	1 “
Worms	.....	1 “
Tabes Mesenterica	.....	2 “
Jaundice	.....	1 “
Phthisis pulmonalis	.....	1 “
Scrofula	.....	2 “
Fever remittent	.....	2 “
Dysmenorrhœa	.....	1 “
Wound	.....	1 “
Teeth extracted	.....	1 “

No infectious diseases prevailed at any of the above named places, except the enteric fever at Sydney.

No medical agent found except at the places mentioned above.

Canada Bay, August 6.—Four applicants, viz. :—

Gastrodynia	1 Case.
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Pleurodynia	1	Case.
Dyspepsia	1	"
Myelitis	1	"

Sailed on the 7th, arriving at St. John's on the 9th August, and terminating the 1st cruise.

Total number of applicants, one hundred and ninety-five.

I have the honor to be, Sir,

Your most obedient servant,

C. J. DEVONSHIRE, M. B.,

Staff-Surgeon.

CAPT. JAMES E. ERSKINE, R. N., &c.,
H. M. S. *Eclipse*.

Medical Report on the Newfoundland and Labrador Fisheries—Second Cruise, 1875.

H. M. S. "ECLIPSE,"
At St. John's, Nfld.,
7th Oct., 1875. }

SIR,—

I have the honor to make the following Medical Report of the Fishing Stations visited by H. M. S. *Eclipse* on the Coasts of Newfoundland and Labrador, between the 9th September and the 6th October, 1875.

The *Eclipse* sailed from St. John's on the 9th September, arriving on the 10th at Gander Bay.

Five patients were prescribed for, viz:—

Ulcer of leg	.....	.....	1	Case.
Ophthalmia	.....	.....	1	"

Ranula	.....	.....	1	Case.
Rheumatism	.....	.....	1	"
General Debility	.....	.....	1	"

Sailed 21st September, arriving on the 22nd at Rouge Bay.
Six patients were attended, viz. :—

Scurvy	.....	.....	1	Case.
Curvature of Spine	.....	.....	1	"
Dyspepsia	.....	.....	1	"
Syphilis	.....	.....	1	"
Sciatica	.....	.....	1	"
Sprain	.....	.....	1	"

Sailed 24th September, arriving the same day at St. Anthony's Bay. Four patients, viz. :—

Rheumatism	.....	.....	1	Case.
Ophthalmia	.....	.....	1	"
Dyspepsia	.....	.....	1	"
Debility	.....	.....	1	"

Sailed 25th September, arriving the same day at Niger Sound. Eight patients, viz. :—

Contusion	.....	.....	1	Case.
Impetigo	.....	.....	1	"
Ophthalmia	.....	.....	1	"
Rheumatism	.....	.....	1	"
Mammary Abscess	.....	.....	1	"
Hysteria	.....	.....	1	"
Phthisis Pulmonalis	.....	.....	1	"
Fistula	.....	.....	1	"

No infectious diseases were prevalent at the ports visited.

Sailed 4th October, arriving on the 6th at St. John's.

I have the honor to be, Sir,

Your obedient Servant,

C. J. DEVONSHIRE, M. B.,

Staff-Surgeon, R. N.

CAPT. JAMES E. ERSKINE, N. R., &c.,

H. M. S. *Eclipse*.

Approved—JAMES E. ERSKINE, *Captain*.

Navigation and Pilotage.

**REPORTING UPON THE NAVIGATION AND PILOTAGE
OF THE COASTS OF NEWFOUNDLAND AND
LABRADOR.**

H. M. S. "ECLIPSE,"
St. John's, N. F.,
9th October, 1875. }

SIR,—

In reporting upon the navigation and pilotage of the coasts and harbors of Newfoundland, nearly the whole of which have been visited this season (except Placentia Bay), and a portion of the coast of Labrador, I have the honor to inform you that, with the exception of the three places hereafter described, I have found the Admiralty charts and plans to be thoroughly correct and reliable, and the sailing directions full and complete.

I have the honor to be, Sir,

Your obedient servant,

FREDERICK HIRE,
Navigating Lieutenant.

CAPT. ERSKINE,
H. M. S. *Eclipse*,
Senior Officer.

Approved—JAMES E. ERSKINE, *Captain.*

TREPASSEY HARBOR—Plan No. 1839.

The spit extending out from a pier on the eastern side, opposite Meadow Point, has only sixteen to seventeen feet of water for a considerable distance, shewn as four fathoms; but the spit does not extend any further out than represented and defined by the five fathom line of sounding.

PLACENTIA BAY— No. 2829.

Vessels of deep draught, navigating this harbor, should give Point Verde a wide berth, as the shoal water appears to extend farther out than represented in the chart.

GANDER BAY—No. 293—FOGO ISLAND TO CAPE BONAVISTA.

No description is given of this Bay in the sailing directions, nor is there any plan; but the chart is correct and sufficient guide as far as Bussey Point, which may be passed close. The next Point to the southward on the same side (called Wing's Point) should be given a moderately wide berth, (avoiding the shoal water on the opposite shore) as no seven fathom channel exists between it and a three and a half fathom patch (marked) lying off it, but shoal water extends some little distance off, gradually deepening from three to four, five, six, and seven fathoms. Between this Point and a small islet, on the opposite shore lying about south (mag.) good anchorage may be had in five to six fathoms, soft mud.

Forwarding Fishery Reports.

H. M. S. "SWALLOW,"
 St. John's, N. F.,
 22nd October, 1875. }

SIR,—

I have the honor to forward, herewith, reports in triplicate on the Newfoundland and Labrador Fisheries, together with reports from the Surgeon and Navigating Sub-Lieutenant.

I have the honor to be, Sir,
 Your obedient Servant,

ED. DRUMMOND,
Commander.

CAPT. J. E. ERSKINE,
 H. M. S. *Eclipse*, Senior Officer,
 Newfoundland.

H. M. S. "ECLIPSE,"
 St. John's, N. F.,
 24th October, 1875. }

No. 45.

Forwarded for the information of the Commander-in-Chief.

JAMES E. ERSKINE,
Captain and Senior Officer.

Vice-Admiral GEO. G. WELLESLEY, C. B.,
Commander-in-Chief.

Fishery Report.

H. M. S. "SWALLOW,"
 St. John's, N. F.,
 14th Oct., 1875. }

SIR,—

I have the honor to report on the places visited in her Majesty's ship *Swallow*, under my command, whilst employed on the Fisheries—as follows:—

Gander Bay, June 27.—There is a fine river at the head of this Bay. Salmon late; only just in.

Canada Bay, July 1.—Anchored at the head of this Bay. There are two Salmon Rivers, one of which is fished, and salmon just commencing to run. The French do not come up the Bay.

Conch Bay, July 3.—The English families are increasing fast in this Bay (about twenty-three now.) It is a great Bay for salmon, and as the French do not interfere, it is the principal fishery. I was told that there are, this year, forty-five fleets of nets, as well as many more single nets. It is extraordinary how they can all catch salmon, but they do. The total catch was quoted to me at from two hundred to two thousand barrels.

Rouge Harbor, July 3.—At this place is the largest French establishment on the north-east coast. They have eight rooms, employing about three hundred men. One vessel has not yet arrived; no cod to speak of yet. No English here except the guardian of the French rooms.

Croc Harbor, July 3.—There are two French rooms here this year. The ice is represented as having been unusually heavy this year. The master of a French banker told me he was twenty-six days in the ice on his way out. No English here except the guardian of the French rooms.

Fishot Islands, July 5.—A very late season. Three French rooms this year. Five English families; the French had compelled one of them to take up their salmon nets. No cod yet.

Southern Brook, Hare Bay, July 5.—Came here, as I was told that the French were fishing the river, but there is no one here yet. A small river and good anchorage.

Cremaillere Harbor, July 6.—No French. Two English families. Plenty of salmon, but no cod.

St. Anthony's Harbor, July 6.—Only two French rooms this year, and no fishing yet. There are fourteen or fifteen English families; but the French do not allow them to settle on the sites of the old French rooms, of which there are five. Yesterday the French captain of the rooms ordered all the English to take up their salmon nets, producing some paper which, he said, was his authority. I was appealed to, and said that any nets that were in the way of the French must be lifted, if required; and might then be replaced. Mr. Moore, who appears to be the principal inhabitant, says that the salmon fishing is the only difficulty they have with the French. He also told me that it was estimated that the French man-of-war, *Diamant*, had seized £1,500 worth of British property in 1873, and that there was still a very strong feeling about it.

St. Semaire, July 6.—There are no French here. Four or five English families. Cod just coming in; plenty salmon.

White Cape, Fortune Harbor and Criquets, July 7.—A few English families; no French. Cod just coming in. No complaints.

Degrats, July 7.—Two English families who speak warmly of the kindness of the French. Two French rooms.

Quirpon, July 7.—Three French rooms; thirteen English families. No cod yet, to speak of. This harbor was completely frozen over on the 10th June this year. Mr. Penny tells me that there was no seal fishing here this spring, and that if it is not a good year for cod there will be great distress. Obligated to return to St. John's from here with a case of small pox. On the north-east coast wherever there are French, they do not

allow the English to fish salmon, that is, if they can prevent it, with the exception of Conche Bay. Also, they do not allow the English to use cod seines.

Indian Brook, Hall's Bay, July 17.—There are three salmon rivers at the head of this bay, of which Indian Brook is reported the best, and they have all been poached for upwards of half a century by a family of the name of Russell. Uriah Russell, who fishes Indian Brook, stated his average catch as from sixteen to twenty tierces, and that the size of the fish had much decreased.

Arrived 8th—Salmon is a good fish here. I found Indian Brook barred right across, and had the net cut and removed, and cautioned Uriah. The first-lieutenant went up South Brook, and old Russell carefully pointed out that the river was not barred, but it evidently had been, and I have little doubt will be again. There is here a steam lumber mill owned and worked by a Mr. Squarrey; it cuts about five thousand feet per day, and works a circular-saw, the boiler consuming all the refuse wood. The lumberers say that there is only a limited supply of lumber, which will last perhaps five years. Mr. Squarrey is an intelligent man, and on talking to him about the salmon fisheries, he said he would take the salmon-wardenship for nothing, rather than see the fishery utterly destroyed. He said that he seen upwards of a hundred salmon nets set within a mile of Indian Brook, and of all sized meshes.

Cook Harbor, Pistolet Bay, July 21.—Found here about fifteen English schooners; they report a poor year for cod as yet. No French here; a few English families.

Savage Cove, July 22.—Communicated with this cove by boat. Four French vessels here and five English families. A poor season to this date; the same is reported from Flowers Cove.

St. Barbe's, July 22.—One man had done well here, but he was the exception; the same bad accounts as at other places is the rule. There is a small salmon river fished by a man named Genge.

Bradore, July 25.—Crossed the Straits to this place to-day. Fishery very poor as yet, both cod and salmon. The settlers

here complain of the cod-seines, and say that they drive the fish out into deep water. I was asked whether it was legal for Newfoundland schooners to haul their cod-seines in Canadian waters, and gave it as my opinion that it was.

Blanc Sablon, July 27.—About sixty schooners here; all, with one exception, report a bad season. Went over to M. de Quetteville's rooms, a very complete establishment of about one hundred and fifty men, comprising blacksmiths, armourers, coopers, carpenters and sailmakers, the whole being fishermen, when there is no work for them in their respective trades.

Forteau, July 29.—About twenty schooners. A bad report of the fisheries; a fine salmon river here, but the fish have now almost ceased running. Mr. Rabbits, who has the rooms here, told me that he was much against the use of cod-seines, and would be glad to see them discontinued, as he thought that they destroyed the fishery; but he did not think it was yet the general opinion.

Lance-a-Loup, August 2.—Anchored here to hear a complaint against Elias Watson, by Patrick McDonald, for a day's wages. Settled in favor of McDonald. Here was a case shewing the hardship of being unable to get any title to land. Some years ago Mr. Watson bought the rooms here for a considerable sum of money, and about two years ago Patrick McDonald (who is a thoroughly lazy, worthless character, from what I could learn) came to and settled in the small cove, which Mr. Watson fairly considered as his property, thereby completely ruining Mr. Watson's seal and herring fishery. Mr. Watson has made every sort of offer to induce McDonald to remove, if only for half a mile, but without effect.

Black Bay, August 2.—Here they also report a poor year for cod. Salmon fair. I went up the Pinware River for about two miles; it appeared to me to be a very fine river, I think the largest I have seen. It is said to be very long, and I was told ran to Quebec. There is some steel sand in the river that is said to be valuable.

Cartwright Harbor, Sandwich Bay, August 4.—Left Black Bay on the 3rd, and the weather being very fine and clear, I

thought it better to go north at once and work southward. At five p. m. I anchored here.

Sandwich Bay is an important salmon fishery, and there is a room here used by the Hudson Bay Company. The fishery is now ended here, and the manager told me they had had a fair catch. I could not get much information, but I fancy they will get nearly eight hundred tierces of salmon, altogether.

Hinchinbrook, Sandwich Bay, August 5.—Eight a. m. anchored in this Bay, which is here called Paradise. I went about five miles up the river, which is a very large one. There are two men fishing it, and they have caught between them about sixty tierces. The salmon have almost done running, but the grilse are running freely. The fishermen are much annoyed by the seals robbing their nets, and they are obliged to watch them the whole day long.

Eagle River, Sandwich Bay, August 6.—Anchored off the mouth of this river and went up to the falls (almost six miles from the anchorage). This is by far the most important river I have seen, and in volume, I think, greater than Paradise River. To me it looked, as it is, the perfection of a Salmon River. The Hudson Bay Company have a post here, and will get about one hundred tierces and twenty thousand lbs. tinned salmon. But their catch was much injured by a heavy flood about a fortnight ago, at the very best time of their fishing, which made the river so high that for nearly a week they could not fish their nets properly, and the fish got up over the falls. The season is just over; the catch to-day being about sixty, which they account nothing, and chiefly grilse. To give an idea of the number of fish that go up the river, I may mention that one of the men who has been here twenty years, told me that he had seen as many as eleven hundred taken in one day. Of course this is exceptional. There are not so many salmon taken here as there used to be, but that is accounted for by the increased number of nets in the Bay; and altogether I was told that the number of Salmon taken in the whole Bay had not decreased. There is another river here called White Bear River, but it has a muddy bottom, and when in flood comes down a bad color, so that the salmon do not go up it so readily. I was informed that no one fished it.

Long Island, Cape North, and Grady Island, August 10.—At these places they have only recently got any fish, but now report a good season, and expect to do well. No herring yet.

Indian Tickle, August 10.—The reports here the same as at Grady. They only got fish a week ago, but very plentiful now, and expect to do well.

Domino Run, Griffin's, Batteau, Occasional, Deer and Battle Harbors, August 11 to 15.—At all these places a very poor season is reported at present, but it is hoped that fish may yet strike in.

Chateau, Pitts's Harbor, August 15 to 18.—Here the fishery has been very poor, but they are now doing pretty well. The herring nets are set, but the fish are not yet in, in any quantity. I sailed on the 18th, and arrived at St. John's on the 20th August, 1875.

Second Cruise.

According to your orders, I left St. John's on the 9th September, and after experiencing a fresh gale from the north-west, with a very heavy sea on the 10th and 11th, arrived and anchored in Port Saunders, Hawke's Bay, on the evening of the 14th September.

St. John Island, September 15.—Sent an officer on shore to communicate with the French guardian. There were no complaints of any sort; the English and French being apparently on very good terms. There was a considerable number of English schooners about St. John's Island and Point Riche (about forty I judged), but as the French made no complaint of their interference, I concluded that they did not, in any way, interfere with the French fishery. The fishing season has been a bad one, and the herring not yet in.

Port Saunders, Keppel Island, Hawke's Bay, Sept. 15 to 17.—The same bad reports about the fisheries.

Bay of Islands.—Got into the Bay of Islands on the 18th, just as a strong south-east gale with thick weather was coming on, and rode it out in Took Harbor. On the 20th went up Humber River, and anchored off Pettipas Cove. A thriving settlement. The herring, the only fishery, not yet in. On the 21st crossed over to Birchy Cove and communicated with Mr. Carter, resident magistrate. He has a difficult position, but told me he was gradually getting the settlers to understand and respect it. Mr. Carter informed me of a case that sounded very like piracy by a Yankee who is settled here; the said Yankee claimed to be exempt from every jurisdiction of the Newfoundland government. I offered to help Mr. Carter in any way I could, taking into consideration the short time I could stop; but he said, and I agreed with him, that he thought it better to wait instructions from the government, to whom he had fully reported the circumstances. I think serious difficulties may arise here soon if the people cannot get a title to land, as the settlers are fast increasing.

Port-aux-Basques, Sept. 22.—A poor season; herring not yet in.

LaPoile, Sept. 23.—Anchored in North-east Arm. James Taylor, a very old man, and badly ruptured, came on board in great distress. His son, his principal support, was unfortunately drowned last autumn; he has been unable to get much fish this summer, and the merchant has refused him supplies. We gave him a little help, but I fear that unless something is done for him, he will hardly get through the winter. The fishery has been bad here, and fears are entertained for the winter. On our way out on the 25th, I called in at Little Harbor to enquire into the case of James Taylor. We had a very heavy gale on the 27th. Detained here by the weather.

Burgeo Islands, Sept. 28.—Anchored in King's Harbor. The same bad account of the fishing here, and fears of distress in the winter.

White Bear Bay, Sept. 29.—A fine harbor, entirely landlocked, with high hills. A telegraph station at the head of the Bay. The salmon and trout fishing has been reported as having been very bad this summer. Detained here by the weather.

Little River, October 3.—Anchored off the settlement on the 3rd, and next day went up the Bay. A very fine harbor. Fishing reported as very bad. The settlers here grow a few potatoes, and can get a good of game in the winter, and I do not think they will be so badly off as at some other places. Detained here by the weather.

Burin, October 7.—Some accounts here make the season a bad one. Others fairly good. This is the largest settlement I have seen on the coast, and a thriving one. Sheep and cattle are to be seen.

Trepassey, October 10.—A good season reported here. A thriving settlement. I should say that at this place and at Burin, the money to be made, depends entirely on the labor expended. I sailed on the 13th, and arrived at St. John's on the 14th. The weather for the last fortnight has been almost uninterruptedly bad.

(Signed)

ED. DRUMMOND,
Commander.

CAPT. J. E. ERSKINE,
H. M. S. *Eclipse*, Senior Officer,
Newfoundland.

Medical Report on the Fisheries, 1875.

St. John's, June 7.—Left here and arrived at Catalina same day. No medical man here for nearly six months; treated cases of ulcer, abscess, ophthalmia, skin disease, amenorrhœa, rheumatism, debility. No epidemic disease ashore.

Gander Bay, June 28.—No medical officer here. Treated rheumatism, ulcers, dyspepsia and skin diseases.

Canada Bay, July 1.—Treated cases of detention, amenorrhœa, rheumatism, dyspepsia, intestinal worms.

Rouge and Croc Harbors, July 5.—Treated cases of bronchitis, vesical catarrh, eczema scabies, rheumatism, ulcer, boil, intestinal worms.

Hare Bay, July 5.—Treated cases of rheumatism, dyspepsia, anemia, ophthalmia, amenorrhœa, intestinal worms, eczema and rheumatism.

St. Lunaire, July 6.—Treated cases of bronchitis, dyspepsia, constipation, menorrhagia, anemia, and eczema.

Quirpon, July 7.—Treated cases of rheumatic arthritis, ophthalmia, sprains, rheumatism, anemia, debility, bronchitis, dyspepsia, and entozoa.

Hall's Bay, July 17.—Treated cases of dyspepsia, anemia, ophthalmia, rheumatism, debility, and anemia.

Pistolet, July 22.—Treated cases of dysmenorrhœa, abscess of mammæ, bronchitis, lobula pneumonia, eczema, ploriosis sclerotitis, rheumatism, dyspepsia, phthisis.

St. Barbe's, July 22.—Treated cases of morbus cordis, anemia, dysmenorrhœa, ophthalmia, constipation, bronchitis, eczema, tabes mesenterica, one case of chronic mania, recommended to be sent to Lunatic Asylum.

Bradore, July 26.—Treated cases of debility, from measles which was epidemic last autumn; rheumatism, amenorrhœa, anemia, struma, phthisis pulmonalis.

Blanc Sablon, July 27.—Treated cases of leucorrhœa, anemia, dyspepsia, rheumatism, ophthalmia, ulcer, abscess, rheumatic fever, teeth extracted, cynanche.

Forteau, July 29.—Treated cases of rheumatism, otitis, dyspepsia, scurvy, tonsillitis, pityriasis, ophthalmia, menorrhagia, ulcer, abscess, constipation.

Black Bay, August 2.—Treated cases of whooping cough, epidemic cases moderate attended with epistaxis, rheumatism, amenorrhœa, bronchitis, parotitis, iritis, dyspepsia, eczema, teeth extracted.

Cartwright, August 4.—Treated cases of debility, constipation, ophthalmia, bronchitis, scabies.

Hinchinbrook, August 5.—Treated cases of whooping cough, epidemic cases severe in adults, none fatal; debility, phthisis, acute nephritis, ulcer, abscess, rheumatism, dyspepsia, diarrhoea, fistula in ano, cynanche.

Eagle River, August 6.—Treated case of whooping cough, epidemic, no fatal cases, all moderate, attended with epistaxis and copious expectoration; teeth extracted.

Cartwright, August 10.—Teeth extracted.

Indian Tickle, August 11.—Treated case of rheumatism, dyspepsia, amenorrhœa, ophthalmia, ulcer, abscess.

Occasional Harbor, August 11.—Treated cases of rheumatism, ophthalmia, dyspepsia, leucorrhœa, cynanche.

Deer Harbor, August 12.—Treated cases of tonsilitis, pleurodynia, dentition, lumbago, debility, phthisis, eczema.

Chateau, August 13.—Treated cases of tabes dorsalis, rheumatism, diarrhoea, dyspepsia, cynanche, leucorrhœa, anemia.

Hawke's Bay, September 16.—Treated cases of entozoa, sporadic whooping cough, bronchitis, struma, rheumatism, dyspepsia, constipation.

Humber River, September 20.—Treated case of lingua frenata, phthisis, dyspepsia, ophthalmia, asthma, entozoa.

LaPoile, September 24.—Treated sprains.

Little River, October 3.—Treated cases of dyspepsia, rheumatism, phthisis.

Trepassey, October 11.—Treated cases of sinus, cysts, bronchitis, struma, eczema, paralysis, cynanche, rheumatism, morbis cordis, phthisis, nychia.

JOHN LYON, M. B.,
Surgeon H. M. S. Swallow.

Hydrographical Report.

COAST OF NEWFOUNDLAND AND LABRADOR.

H. M. S. "SWALLOW,"
 St. John's, N. F.,
 14th Oct., 1875. }

SIR,—

I have the honor to report, for your information, that I have no remarks to make on the harbors and anchorages visited by H. M. S. *Swallow* whilst employed upon the coasts of Newfoundland and Labrador, with the following exception:—

SANDWICH BAY—EAGLE RIVER.

Shoal with less than six feet on its shallowest part, S. E., E. $\frac{1}{4}$ E. 2'4 from Separation Point, about two cables in diameter. The land in Sandwich Bay, as marked in Admiralty Chart, No. 263, Cape Charles to Sandwich Bay, cor., January '73, is incorrectly placed as regards the small islands and rocks, in and about the entrance of Sandwich Bay.

I have the honor to be, Sir,

Your obedient servant,

CHAS. H. HOPKINS,
Navigating Lieutenant.

To Commander E. C. DRUMMOND,
 H. M. S. *Swallow*,
 St. John's, Newfoundland.

No. 31.**Report of the Officer in charge of the Fishery Protective Service, Cape John.**

June 29th.—Landed in Mansfield Bight. No Frenchmen arrived at La Scie. Ice thick about the Cape.

30th.—Spent the day getting house in order for the summer.

July 1st.—First caplin got at Shoe Cove, and no cod-fish with it. Good sign of salmon.

2nd.—No French ships in La Scie. Fish very scarce at the Cape; caplin plenty.

3rd.—Wind S. W.; fine weather. Ther. 69°. No French at the Cape.

4th.—Two French ships arrived at La Scie, *Aolo*, Captain Rebox; *Terranova*, Captain Twine. Fish scarce.

5th.—Wind West. Plenty of ice at the Cape. Ther. 71°.

6th.—Wind West at 10 a. m. Four French seines came to the limit. Fish scarce; caplin plenty.

7th.—Wind S. E. At 3 a. m. rowed to limit. Eight seines at the South point of the Cape. Took for the day from the Cape 60 qtls. of fish. Frenchmen enquiring if there was any fish South.

8th.—Wind S. W.; fine weather. French boats doing very little at the Cape. Caplin in abundance. At noon Ther. 73°.

9th.—Wind W. S. W. Four seines at the limit and nine Batteaux. No fish; salmon plenty at Shoe Cove. Good number of craft passing North. Ther. 72°.

10th.—Six Seine boats at the limit and 12 Batteaux; cod fish very scarce. Spoke Seine Master, said they had but 20 qtls.

for 66 men. At noon Copper-loaded ship passed, going East. Ther. 67° at noon.

11th.—At 3 a. m. rowed to the Cape. Several French boats at the limit. Took very little cod for the day. Ther. 74°.

12th.—Wind West, very fine. Cod fish still scarce. Frenchmen looking discouraged. Great forest fire in Hall's Bay. At noon Ther. 80°.

14th.—Wind S. W. Dense smoke. Fish very scarce. One seine hauled 2,000 fish. At noon Copper-loaded ships passed East. Ther. 74° at noon.

15th.—Wind West. Six Seines at the limit; took for the day about 1,000 fish each boat. At 6 p. m. steamer *Leopard* passed on her way to Labrador. Ther. 78° at noon.

16th.—Wind West, blowing strong. Frenchmen doing very little with the fish. Fire making great destruction in the Bay. At noon a large Steamer passed, going in the Bay from the North. At noon Ther. 79°.

17th.—Calm. Four seines at the Cape took for the day 10,000 fish. Frenchmen asking questions about the fire in Hall's Bay. Very anxious to know the occasion of it. Ther. at noon 81°.

18th.—One French seine at the Cape and 13 Batteaux. Took very little fish for the day. At 6 a. m., *Leopard* passed from Labrador. Heavy sea at the Cape. Ther. 76° at noon.

19th.—Wind E. N. E., heavy sea at the Cape; no French boats at the limit. Saw Steamer going South. At noon forced to haul up guard-boat. Ther. 62°.

20th.—Heavy sea—could not launch guard-boat. Wind S. S. W. At noon War Ship *Swallow* passed the Cape, coming from Hall's Bay. Ther. 70°.

21st.—Light wind South. No French boats at the limit. Fish very scarce. Ther. 77°.

22nd.—Wind S. W., heavy sea. Much difficulty to launch; went to the Cape. Spoke one Seine Master; told me four

Seines were gone North in search of fish. Heard one Seine hauled 6,000 cod. At noon Ther. 80°.

23rd.—Wind S. W., heavy sea; fish scarce. Nine French boats at the limit. Ther. 74°.

24th.—Wind E., blowing strong. No French boats at the Cape. At noon forced to haul up guard boat. Ther. 60°.

25th.—Wind E. N. E., strong breeze with fog. Could not launch for the day. Ther. 57°.

26th.—Wind S. E., with sea. Did not launch. Caplin in abundance. Ther. 61°.

27th.—Wind S. W.; at 5 a. m., launched guard-boat; rowed to Cape at 7 a. m. Two Seines and four Batteaux came to limit. One Seine hauled 8 qtls. Hook-and-line doing very little. Ther. 73°.

28th.—Wind West. Frenchmen not doing much,—getting anxious about the voyage; enquiring if there is any fish in Bay Notre Dame. Ther. 74°.

29th.—Wind S. W. Eleven French boats at the limit. Some fish got with cod net. No fish at noon. *Leopard* passed on her way to Labrador. Ther. 80°.

30th.—Wind West, with sea on. Some quantity of fish taken in cod net. Eight Batteaux fishing at the limit with hook-and-line. Nothing done with Seines. Ther. 80°.

31st.—Gale from S. E. No Frenchmen at the Cape.

August 1st.—Wind N. W., fine weather. Seven Seines at the Cape. At 3 p. m., four French boats came into Brinie's Cove for shelter. Fish scarce. Ther. 77°.

2nd.—At daybreak *Leopard* passed in the Bay from Labrador. French boats left for the Cape. Seine Master told me best catch was 3,500 fish. Took very little fish for the day.

3rd.—Wind North, fine. Eight French boats at the limit, hauled some fish. Caplin plenty; took from limit 100 qtls. for 8 Seines. Ther. 70°.

4th.—Light wind S. W. Six Seines at the limit and seven

Batteaux. Hauled very little fish. Frenchmen complaining very much of the voyage. Caplin scarce. Several French boats fishing at the Gull Island. Some boats brought in 6 qtls. for day's catch. At 6 p. m., one Seine hauled 2,000 fish. Ther. 76°.

5th.—Wind S. W., fine weather. Eight Seines at the limit, —one boat hauled 1,000 fish. No Caplin. Ther. 80°.

6th.—Calm all day, with rain. Frenchmen constantly hauling, but taking very little fish. Four Labrador craft passed South. Ther. 84°.

7th.—Light wind S. W. Fourteen French boats at the Cape,—one Seine took 3,000 fish. Seven Batteaux out at Gull Island. At 4 p. m., one boat took 2,000 fish at limit. Ther. at noon, 83°.

8th.—Wind East. Several Labrador Schooners passing South. Fish scarce at the Cape. At 4 p. m., French Seine Boats left the Cape to land their Seines,—hauled no fish all day. Ther. 78°.

9th.—Wind S. E., with sea on. No Frenchmen at the Cape. Ther. 65°.

10th.—Wind E. N. E., with fog. Hauled the guard-boat on the beach. No Frenchmen at the Cape. Caplin gone. Ther. 64°.

11th.—Wind East, with sea. Four boats at the limit took 400 fish per boat with hook-and-line. Seine boats in La Scie. Ther. 61°.

12th.—Calm, fine day. Nine boats at the Cape took 4,000 fish with hook-and-line. At 4 p. m. *Leopard* passed, going North. Ther. 74°.

13th.—Wind from S. W., fine. Three Seine boats and nine Batteaux at the Cape. One Seine hauled 2,000 fish. Spoke one Seine Master, told me he hauled in all 70,000. Seven boats came to Brinie's Cove. Wind N. E., blowing hard. Ther. at noon 72°; 4 p. m. 58°.

14th.—Wind N. E., with heavy sea. French left for La Scie to land Seines. Ther. 60°.

15th.—Wind S. E. Nineteen Batteaux at the Cape took 1,500 fish with hook-and-line. Ther. 67°.

16th.—Fish scarce with hook-and-line. Spoke one Captain, told me his catch was 125,000. 1874, catch 500,000 fish. Said this was the worst catch for the last thirty years.

17th.—No Frenchmen at the Cape. Very little fish for the hook. Ther. 79°.

18th.—Wind West. 10 Batteaux at the Cape. Fish very scarce. Ther. 75°.

19th.—Wind N. W., fine. Several French boats at the Cape and Gull Island, fishing with hook-and-line. Ther. 78°.

20th.—Wind N. E., with sea on. No boats on the ground for the day. Ther. 60°.

21st.—Wind East, with fog. Saw no French for the day. Ther. 63°.

22nd.—Wind S. W. Several boats at the Cape, doing little with the fish. Ther. 69°.

23rd.—Wind S. W., fine weather. Ten Batteaux at the Cape fishing with hook-and-line. Herring very plenty. Ther. 76°.

24th.—Wind West. Eighteen Batteaux at the Cape fishing with hook-and-line. Average per boat about two qtls. Ther. at noon, 79°.

25th.—Wind N. W., squally. No fish at the Cape. French boats left the Cape and went to Gull Island. Ther. at noon, 73°.

26th.—Wind North, fine weather. No fish of any account at the Cape. At noon left the Cape and went to Shoe Cove. Left boat and crew at the Cape until 15th of September. French catch for the season, for four ships and 274 men, up to the 1st September, is 440,000 fish; or, as the French reckon, 4,400 qtls., the catch of one ship in 1874.

(Signed) HENRY KNIGHT.

No. 32.

Report of Salmon Warden at Salmonier River, in

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of Salmon the past summer.	
				Tierces.	Barrels.
Pond	M. Carew	Nets.	1	...	3
Mouth River	John Hurley	"	4	...	4
Woody Cove	Patrick Power	"	2	...	3
Little Harbor	John McDonald....	"	2	...	2
Coxes Point	Patrick Nowlan....	"	1	...	1
Ferry Pole	John Dukin	"	2	...	1

SALMONIER, Oct. 1, 1875.

the District of St. Mary's, for the Summer of 1875.

Average weight of Salmon caught.	Method of cure in operation.	How catch disposed of, or whom sold, and price.	Any Mill Dams or Saw Mills at work on Rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to if Act has been infringed.	REMARKS.
3 to 4lbs " " " " "	Pickled. To Sup- plier.	Own use. To Supplier.	None. " " " " "	: : : : : :	Not. " " " " "	

(Signed) **M. CARREW,**
Warden.

No. 33.

Report of Salmon Warden at Colinett, in the District of

Locality, where situate.	Name or names of party or parties by whom oc- cupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of Salmon the past Summer.	
				Tierces.	Barrels.
Colinett	William Davis	.....	6	...	1
Harry Cove... ..	Dennis Quigley	.....	8	...	9
Little Salmonier... ..	James Lenehan	.....	5	...	8
Great Barrisway	Patrick Bonea	.....	6	...	9

To the Hon. E. D. SHEA,
Colonial Secretary.

Placentia and St. Mary's, for the Summer of 1875.

Average weight of Salmon caught.	Method of cure in operation.	How catch disposed of, or to whom sold, and price.	Any Mill Dams or Saw Mills at work on rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to if Act has been infringed.	REMARKS.
...	Pickled. Do. Do. Do.	.....	None.			
...						
...						
...						

THOMAS QUIGLEY,
Warden.

No. 34.

Report of Salmon Warden at Pushthrough, in the

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of Salmon the past Summer.		
				Tierces.	Barrels.	
BURGEO DISTRICT :						
Cape La Hune	J. Bagg, J. Pink, and John Barter.	Nets to Shore.	19	...	72	
West Cul-de-Sac... ..	Stephen Spencer.		5	...	16	
Francois	G. Giles, Robert Durnford, and J. Marsden.		8	...	25	
Rencontre	J. Ball and Joseph Earle.		6	...	12	
Richard's Harbor ...	W. Skinner and W. Hardy.		8	...	14	
Little Harbor	Fudge & Simms.		4	...	8	
Musquito	Snook Buffett.		2	...	4	
NORTH SIDE HERMITAGE BAY.						
Round Harbor	T. Lee and J. Kendle.		6	...	14	
S. Side Hermitage Cove	R., J. & C. Roberts		10	...	25	
Grole	Taylor, Rodgers, Burton, Petite.		9	...	30	
Pass Island... ..	Bobbet, Ridout, Simms, Strickland.		3 c. nts 7 s. "	...	35	
CONNAIGRE BAY.						
North Side Seal Cove..	Loveless, Ridout, and Loveless.		4	...	8	
Dawson's Cove	Sam. Crew.	6	...	15		
Great Harbor, C. Bay..	Harris, Framp and Rose.	8	...	6		
Bay Despair, Conn River	Michael Collier.	$\frac{2}{3}$ across the river.	3	...	3	
			1875...	108	287	
			1874...	115	284	

District of Fortune Bay, for the Summer of 1875.

Average weight of Salmon caught.	Method of cure in operation.	How catch disposed of, or to whom sold, and price.	Any Mill Dams or Saw Mills at work on Rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to, if Act has been infringed.	REMARKS.
10 lbs.	Split down the back.	Small, Gorman & Penny. Clinton and Penny. Clinton & De Gruchy.				<p>Salmon rather late ; season very short ; all nets in before 1st August. Large salmon short of last year, especially West South Side Hermitage Bay, always small ; salmon increasing two past seasons. Connaigre Bay, (large,) falling off. I have heard that an Act was passed last winter making it illegal to fish less than 6-inch nets ; but I suppose there is a proviso of some sort, if not the Act will remain a dead letter. As—what is to be done with the hundreds of nets less than 6-inch ? Again, if 6-inch nets are enforced, you destroy the salmon fishery altogether in many places where large salmon never run.</p>
8 "	washed and	Gorman, Penny.				
5 "	then washed and packed in barrels or tierces.	Lee & Sons. Penny.				
8 first 4 last 6 lbs.		Penny. Penny.				
8 "		Gorman, Penny.				
10 "		Gorman, Penny.				
		Penny.				
10 "		Penny. Gorman.				
4 "		Penny.				

Price (generally) for the past season, large, 36/ per 112 lbs.; small, 34/. Price obtained at Boston, U. S., \$16 to \$20 per brl., according to quality and size in August.

HENRY CAMP,
Warden.

No. 35.

Report of Salmon Warden at Salmon Cove, in the

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of Salmon the past Summer.	
				Tierces.	Barrels.
Spout Cove... ..	Michael Kelloway.	By Nets.	2	...	1½
Do.	Elijah Tricket ...	Do.	4	...	¾
Do.	Jonathan Tricket .	Do.	1	...	½
Do.	Henry Tricket ...	Do.	2	...	1
Do.	John Tricket ...	Do.	5	...	2
Do.	Wm. Tricket ...	Do.	3	...	1
Do.	Thos. Tricket ...	Do.	1	...	1
Perry's Cove	Wm. King	Do.	3	...	2
Do.	Terrence Butt ...	Do.	2	...	1
Do.	John Butt	Do.	2	...	2
Do.	Terrence Butt ...	Do.	2	...	2
Do.	Edward Kelloway.	Do.	2	...	1
Do.	John Kind	Do.	1	...	½
Do.	John King	Do.	3	...	2
Do.	Henry King... ..	Do.	3	...	1
Do.	Robert Parsons ...	Do.	1	...	½
Do.	Joseph Kelloway* .	Do.	2	...	½
Do.	John White... ..	Do.	1	...	½
Marshal's Folly	Thomas Rose	Do.	1	...	1
Otterbury	Wm. Parsons	Do.	1	...	¾
Do.	Moses Parsons ...	Do.	1	...	2
Do.	John Parsons	Do.	1	...	1
Salmon Cove	James Case... ..	Do.	3	...	2
Do.	Thos. Rose	Do.	2	...	2

District of Bay-de-Verds, for the Summer of 1875.

Average weight of Salmon caught.	Method of cure in operation.	How catch disposed of, or to whom sold, and price.	Any Mill Dams or Saw Mills at work on rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to if Act has been infringed.	REMARKS.
300	Salted.					
150	"					
112	"					
200	"					
400	"					
200	"					
200	"					
400	"					
200	"					
400	"					
400	"					
200	"					
112	"					
400	"					
200	"					
112	"					
112	"					
200	"					
112	"					
400	"					
200	"					
400	"					
400	"					

No. 36.

Report of Salmon Warden at Indian Bay, in the

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of Salmon the past Summer.	
				Tierces.	Barrels.
INDIAN BAY. Bonavista Bay	Adam and William Parsons.	Nets.	12	...	12½

This is to certify that JOSEPH OSMOND performed the service herein stated.

GEO. SKELTON, J. P.

the District of Bonavista Bay, for the Summer of 1874.

Average weight of Salmon caught.	Method of cure in operation.	How catch disposed of, or whom sold, and price.	Any Mill Dams or Saw Mills at work on Rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to if Act has been infringed.	REMARKS.
...	Pickled.	Sold to Mr. F. White at 85s. per tierce.	None.			I have been and Inspected the Salmon Stations at Indian Bay six times the past summer, and find the Salmon nets worked satisfactory.

JOSEPH OSMOND,
Salmon Warden.

No. 37.

Report of Salmon Warden at Indian Bay, in the

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of Salmon the past summer.	
				Tierces.	Barrels.
Indian Bay... ..	Adam Parsons and Brother.	By Nets.	10	...	26 brls. & 30 lbs.

District of Bonavista Bay, for the Summer of 1875.

200 lbs. each barrel.	Average weight of Salmon caught.
Pickled.	Method of cure in operation.
Sold to Mr. Frederick White, Greenspond, at 57s. per barrel.	How catch disposed of, or to whom sold, and price.
	Any Mill Dams or Saw Mills at work on Rivers fished.
	If so, what effect these works have on the fishery.
	Whether Act has been infringed, and proceedings had recourse to, if Act has been infringed.
	REMARKS.

No. 38.

Report of Salmon Warden at Gambo, Freshwater Bay,

Locality, where situate.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of Salmon the past Summer.	
				Tierces.	Barrels.
Gambo, Freshwater Bay	John Prichard and Brothers.	By Nets.	25	...	49

in the District of Bonavista Bay, for the Summer of '75.

Average weight of Salmon caught.	Method of cure in operation.	How catch disposed of, or to whom sold, and price.	Any Mill Dams or Saw Mills at work on rivers fished.	If so, what effect these works have on the fishery.	Whether Act has been infringed, and proceedings had recourse to if Act has been infringed.	REMARKS.
200 lbs. each Barrel.	Pickled.	Sold to J. & W. Stewart, Greens-pond, at 37s. per brl.	One Saw Mill.	No injuries to the fishery.		On going to Middle Brook at Freshwater Bay on the 28th of June, found the Brook barred with nets. Went to Abraham Pritchett, told him he broke the laws, and told him to take up his nets ; he said he would not take them up, so I left him to go for assistance ; and I went in three days afterwards and found they were taken up, and I heard they were taken up immediately I left. And on going to Gambo on the 30th July, I found it had been barred by Jacob Oakley for a short time. I visited all the Brooks, weekly, during the fishing season.

No. 39.

Report of Salmon Warden at Bloody Bay, in the

Locality, where situated.	Name or names of party or parties by whom occupied, and under what tenure.	Mode of fishing practised.	No. of Nets employed.	Catch of Salmon the past Summer.	
				Tierces.	Barrels.
Bloody Bay... ..	John Stroud.	By Nets.	6	...	7½

District of Bonavista Bay, for the Summer of 1875.

200 lbs. each Barrel.	Average weight of Salmon caught.
Pickled.	Method of cure in operation.
Sold at Mr. F. White, Greenspond, at 37s. per brl.	How catch disposed of, or to whom sold, and price.
	Any Mill Dams or Saw Mills at work on Rivers fished.
	If so, what effect these works have on the fishery.
	Whether Act has been infringed, and proceedings had recourse to, if Act has been infringed.
	REMARKS.

No. 40.

**Quantity of Salmon caught in the Northern Division of
Bonavista, for the year 1875.**

WHERE CAUGHT.	TIERCES.	BARRELS.
Flat Island, (different catches)	41	
Salvage	59	
Barrow Harbor.....	39	
Bloody Bay	6	
Freshwater Bay	40	
Indian Bay	18	
Silver Hair Island	26	
Fair Island	40	
Greenspond	30	
New Harbor	45	
Pool's Island	20	
Flower's Island.....	10	
Cape Freels	10	
	384	

GREENSPOND, August 30th, 1875.

No. 41.**Petition from His Honor Judge Prowse.**

TO THE HONOURABLE THE LEGISLATIVE COUNCIL,
IN LEGISLATIVE SESSION CONVENED:

*The Petition of D. W. PROWSE, Judge of the Central District Court
of Newfoundland:*

HUMBLY SHEWETH,—

That your Petitioner was appointed to his said office in July, 1869; that from August, 1870, up to January, 1874, Petitioner was sole Judge of the said Court, and received the annual salary of \$2,400; that in 1875 a general increase of salaries took place, and every Stipendiary Magistrate throughout the Colony had his salary increased, except your Petitioner, and the two other District Judges, who do nine-tenths of the Magisterial work in the Colony; that since your Petitioner's appointment, new and important duties have been cast upon him. Last year your Petitioner was required by law to perform the very important and disagreeable duties of Coroner; that your Petitioner's office is one requiring legal knowledge and professional experience for the adequate performance of its duties, and your Petitioner humbly submits that the present salary of Sixteen Hundred Dollars is a wholly inadequate salary for the office. Your Petitioner, therefore, humbly prays that your Honourable House will take into your earnest consideration the above statement of facts with a view of justice being done to your Petitioner in the premises, and as in duty bound Petitioner will ever pray.

D. W. PROWSE.

St. John's, Newfoundland, }
April 25th, 1876. }

No. 42.**Petition from the Ministers, Office-bearers, and Adherents of the Presbyterian and Congregational Churches, in St. John's.**

TO THE HONOURABLE THE LEGISLATIVE COUNCIL,
IN LEGISLATIVE SESSION CONVENED.

The Petition of the undersigned Ministers, Office-bearers, and Adherents of the Presbyterian and Congregational Churches, in St. John's :

HUMBLY SHEWETH,—

That your Petitioners have learned with much regret that a Bill is about to be introduced into your Honourable House, the effect of which, should it become law, will be to withdraw the grant from the General Protestant Academy, and extinguish one of the oldest Educational Institutions of the Colony.

That the General Protestant Academy has been in operation for more than a quarter of a century; and though having an annual grant of only £150, it compares favourably in the number of pupils trained and the character of the education imparted, during that period, with any other Academy in St. John's, many of its pupils now occupying prominent positions at the Bar, in the Legislature, and the various Mercantile establishments, while some have distinguished themselves in other countries.

That at the time when the Wesleyan Academy was endowed with an annual grant of £200, the grants to the Roman Catholic and Church of England Academies were doubled, being raised to £500 per annum, and £400 respectively, as a settlement of the claims of the various religious bodies in regard to the Academic grant, no increase being made at that time or since to the grant of the General Protestant Academy; and that your Petitioners regard such settlement as a solemn guarantee of the Legislature for the continued support of the General Protestant Academy, and consider that the religious bodies who have since profited so largely by such settlement, have no right

now to claim any portion of the sum then devoted to the support of the General Protestant Academy.

That in addition to viewing it in the light of a vested right, thus secured by mutual agreement on the part of the religious bodies, and guaranteed by an Act of the Legislature, your Petitioners would regard any measure calculated to deprive them of the means of procuring a higher education for their children, as harsh and oppressive, and an unjust interference with the rights of a minority.

That should the General Protestant Academy be closed by an Act of the Legislature, on the simple principle of justice, the Principal, who has laboured in connection with it for Twenty-five years, must be compensated for loss of office, and as any less sum than the present grant to the Academy would be utterly insufficient as compensation, no saving to the country would be effected, and unless the Principal's Life Annuity were made chargeable on the funds of the Colony, the other Academies could gain nothing in the meantime by such a measure.

That the Bill in question has been introduced at the close of the Legislative Session, without any notice having been given that such a measure was contemplated, or due opportunity being given to your Petitioners to oppose it, or to prepare for the serious change which it is calculated effect.

That your Petitioners have reason to believe that the chief object of the measure referred to is to divide the grant of the General Protestant Academy between two other Academies, both of which are amply provided for already by Legislative grants.

That for these weighty reasons your Petitioners trust your Honourable House will so amend the Bill referred to, that the grant to the General Protestant Academy may be preserved intact.

And your Petitioners will ever pray.

M. Harvey,
Jas. Dykes Patterson,
Thos. Hall,

J. Goodfellow,
Jno. L. Adam,
J. Rowe,

J. W. Boyd,
 William Boyd,
 David Baird,
 David Selater,
 Neil Forsythe,
 Geo. Elmsly,
 Chas. Barnes,
 Alexander Taylor,
 John Skeoch,
 Thomas McMurdo,
 Jno. N. O'Neil,
 W. B. Grieve,
 A. M. MacKay,
 A. G. Smith,
 G. Browning,
 Henry W. Seymour,
 M. Monroe,
 W. D. Morison,
 John McDougall,
 Robert Templeton,
 Arch. Sillars,
 James Bryden,
 Richard Neyle,
 Wm. Wheatley,
 Thos. McConnan,
 Jno. Waddell,
 John McL. Frazer,
 J. H. Martin,
 J. McMillan,
 Samuel Knight,
 J. F. Chisholm,
 Neil Campbell,
 R. Lawrie,
 James Gordon,
 William Frew,
 J. Seton,
 Robert Matthew,

J. Martin,
 Francis McDougall,
 James C. Tessier,
 William Craig,
 W. H. Dandson,
 James Jardine,
 John Syme,
 D. P. Patrick,
 Jno. W. W. Spry,
 R. T. Chancey,
 Wm. Jas. Barnes,
 James R. Smith,
 Andrew Cook,
 Chas. Rankin,
 C. B. Rankin,
 James Stott,
 W. F. Rennie,
 R. Brown,
 James Baird,
 J. N. Finlay,
 Robert H. Prowse,
 Robert Winton,
 John McKenzie,
 T. McKenzie,
 F. Winton,
 Smith McKay,
 R. Mellis,
 John Robertson,
 D. Irving,
 Jas. Carmichael,
 L. T. Chancey,
 Richard Goff,
 J. T. Nevill,
 Benjamin Cowan,
 John Cowan,
 W. R. Grieve,
 Geo. G. Geddes.

No. 43.**Petition from the Inhabitants of Harbor Main,
Chapel's Cove, &c., relative to the Seal Fishery.**

TO THE HONORABLE THE LEGISLATIVE COUNCIL:

*The Petition of the undersigned Inhabitants of Harbor Main,
Chapel's Cove, Holyrood, Salmon Cove, Cat's Cove, Collier's,
Bacon's Cove, &c., &c., &c.:*

HUMBLY SHEWETH,—

That your Petitioners are sufferers under the Sealing Act passed in the year 1873 by your Honorable Council, debarring the departure of our sailing vessels until the 5th of March, and is considered by your Petitioners as a very destructive law, and which ought to be looked upon by your Honorable Council as a great injustice done to this Colony. Your Petitioners are deeply interested in the sealing voyage, as it is for the benefit of the Island; and as they have been owners of sealing vessels, as well as prosecutors of that uncertain branch of our industry, to a large extent, and on which the principal portion of your petitioners have to rely for the maintenance of agricultural industry which is in general, and particularly in this part, a great auxiliary to the shore fishery, which is those past years below an average catch; and now, owing to your severe Act, petitioners see no great prospect of a good sealing voyage, and if continued, petitioners presume to think they will have to allow their farms to remain uncultivated, while after the term of a few years will tend to the desolation of this Colony.

Your Petitioners, therefore, humbly beg your Honorable Council will take their case into your very serious consideration, and allow their sailing vessels to proceed on the first of March in the succeeding years in search of that valuable animal, the Seal, which was in a great measure the chief means

of keeping Newfoundland out of that deplorable condition in which she will be likely to fall.

And your Petitioners, as in duty bound, will ever pray.

Charles Furey,
 Denis Doyle,
 Stephen Doyle,
 Philip Doyle,
 Denis Doyle, jr.
 James Flaherty,
 Edward Flaherty.
 Michael Woodford,
 Peter Hannon,
 John Ladour,
 Thomas Ezekiel,
 Patrick Ezekiel,
 John Penny,
 John Ezekiel,
 Joseph Hicks,
 John Donnelly,
 John Sullivan,
 Peter Ezekiel,
 Paul Ezekiel,
 John Ezekiel,
 Laurence Simms,
 Philip Penny,
 Charles Furey,
 James Furey,
 Edward Meaney,
 Peter Quinlan,
 Thomas Miller,
 Patrick Conran,
 Patrick Corbet,
 Nicholas Conran,
 Joseph Conran,
 Edward Corbet,
 Philip Hamcoe,
 Thomas Duggan,
 William Duggan,
 Edward Crawley,

Patrick Crawley.
 Patrick Crawley,
 William Crawley,
 Denis Doyle,
 Michael Hamcoe,
 Michael Joy,
 Thos. J. Hicks.
 M. Wall,
 Walter Wall,
 Nicholas Wall,
 Patrick Wall,
 James Wall,
 John Wall,
 James Mernagh,
 John Mernagh,
 John Kelly,
 W. Holden,
 W. U. Holden,
 Thomas J. Holden,
 Joseph Kelly,
 Joseph Hicks,
 James Crawley,
 Thomas Hawke,
 Edward Lacoure,
 Edward Lacoure,
 Nicholas Lacoure,
 John Hannon,
 James Wall,
 William Woodford,
 James Whelan,
 William Whelan,
 Timothy Whelan,
 George Brien,
 Peter Brien,
 Richard Skean,
 Charles Skean,

Patrick McGrath,
James Burke,
William Burke,
Richard Conway,
Patrick Hearn,
Daniel Murphy,
Thomas Murphy,
William Hillips,
Patrick Doyle,
James Doyle,
William McGrath,
Thomas McGrath,
John Brien,
Samuel Wahalon,
John Costigan,
Thomas Costigan,
Joseph Call,
Thomas Call,
Michael Hearn,
Richard Hearn,
James Whalen,
James Conway,
Robert Flinn,
M. Flinn,
John Conway,
Patrick Foley,
Moses Lewis,
James Lewis,
Joseph Welsh,
Patrich Welsh,
Michael McGee,
Patrick Wall,
Nicholas Wall,
Edward Cleary,
Michael Kennedy,
Michael Gorman,
Michael Joy,
William Hicks,
Garret Wall,
Patrick Hickey,
Thomas Hickey,

William Hickey,
John Hickey,
John Mallowney,
Patrick Mallowney,
John Mallowney,
Thomas Ezekiel
Con. Sullivan
Con. Sullivan,
Edward Hannon,
William Hannon,
Nicholas Wall,
William Wall,
Thomas Wall,
Daniel Costellow,
Denis Fewier,
John Meehan,
Daniel Costellow,
Michael Costellow,
Michael Costellow,
Daniel Costellow,
Samuel Woodford,
Philip Connell,
William Kennedy,
James Furey,
William Furey,
Richard Fewier,
Walter Fewier,
Joseph Penny,
James Wall,
Thomas Penny,
Richard Strapp,
Patrick Strapp,
Edward Gorman,
John Kennedy,
Simon Gorman,
William Gorman,
Edward Fahey,
Timothy Myres,
John Myres,
John Flood,
James Woodford,

James Murphy,
 Timothy Sullivan,
 Daniel Sullivan,
 Patrick Sullivan,
 John Sullivan,
 Timothy Sullivan,
 Timothy Sullivan,
 Daniel Sullivan,
 Thomas Barnes,
 Manuel Sancheus,
 Patrick Lannon,
 Thomas Lannon,
 Patrick Corbett,
 Patrick Corbett,
 Patrick Corbett,
 John Corbett,
 Edward Corbett,
 William Target,
 Michael Beso,
 Edward Redmond,
 Edward Redmond,
 Michael Devereux,
 Denis Hines,
 Michael Woodford,
 Michael Woodford,
 Michael Curran,
 James Joy,
 James Moores,
 John Joy,
 Michael Joy,
 Michael Murray,
 Philip Costellow,
 Timothy Costellow,
 Michael Walsh,
 James Walsh,
 Thomas Costigan,
 Thomas Costigan,
 John Kennedy,
 John Furey,
 George Mason,
 John Mason,

John Mason,
 John Kennedy,
 John Dalton,
 James Dalton,
 Samuel Parsley,
 Stephen Parsley,
 Robert Parsley,
 James Flaherty,
 Edward Flaherty,
 Thomas Mason,
 John Grace,
 Pierce Grace,
 James Anthony,
 William Cantwell,
 Thomas Molloy,
 Henry Baker,
 Edward Baker,
 Martin Costellow,
 Michael Pendergast,
 Thomas Wade,
 Charles Wade,
 Richard Wade,
 Patrick Gorman,
 John Gorman,
 Edward Murphy,
 John Joy,
 Joseph Penny,
 John Veitch,
 John Wall,
 Philip Veitch,
 George Veitch,
 John Kennedy,
 Cornelius Kennedy,
 Michael O'Rourke,
 Timothy O'Rourke,
 Michael O'Rourke,
 Patrick O'Rourke,
 John McGrath,
 Edward Tynan,
 Terrence Brine,
 Joseph Penny,

Patrick Duggan,
 Walter Joy,
 John Joy,
 James Joy,
 Roger J. Kennedy,
 Edward Besa,
 Patrick Besa,
 John Crawley,
 Peter Brine,
 John O'Neil,
 Peter Flanigan,
 James Goldin,
 Garret Walsh,
 David Walsh,
 Patrick Lewis,
 John Lewis,
 John Crawley,
 John Smith,
 John Dalton,
 John Terry,

Peter Costellow,
 Thomas Strapp,
 Patrick Costellow,
 Michael Butler,
 Michael McGee,
 James Meaney,
 Edward Meaney,
 William Meaney,
 Joseph Meaney,
 William Furey,
 Thomas O'Neil,
 William Parsley,
 James Parsley,
 John Parsley,
 Patrick Parsley,
 Walter Walsh,
 John Costellow,
 Patrick Kennedy,
 Michael Hoare,
 James Joy.

No. 44.

Petition from the Merchants, Traders, Shipowners and others, of Brigus, Conception Bay, relative to the Seal Fishery.

TO THE HONORABLE THE HOUSE OF ASSEMBLY, IN LEGISLATIVE SESSION, CONVENED:

The Petition of the Merchants, Traders, Ship-owners, and others of Brigus, in Conception Bay :

HUMBLY SHEWETH,—

That your Petitioners are fully convinced from experience, that the restriction laid on the departure of Sailing Vessels

from Port on the Sealing voyage,—prior to the Fifth of March, as established by the Act of the Legislature of 1873,—is not conducive to the successful prosecution of that very important branch of their industry.

That it frequently occurs from the prevalence of Northerly and Easterly winds about the latter part of February and early in March, that this Bay becomes packed with drift ice, forming a most effectual blockade, precluding the possibility of getting to Sea, until the obstruction shall have moved off, which may not occur until all chance of a prosperous result shall have elapsed.

That the provisions of the above cited Act as regards the time of Sailing, operate prejudicially and unfairly on all Sailing Vessels engaged in the Seal fishery, not only from this Port, but in all concerned from Brigus to Carbonear, inclusive, arising from being so deeply embayed, where contrary winds with a little slob or ice, independent of the Northern drift ice, must keep them in port; whereas at Saint John's, once outside the heads, the Vessel has the broad ocean before her; the same is the fact as regards Catalina and Greenspond; all these places have a decided advantage over every Port in this Bay; in particular, Catalina and Greenspond, arising from their being so much farther North.

That had the Sailing Vessels from this Bay been allowed to commence the voyage at the usual time last spring, it is fair to assume that the catch would have been very much larger than it was, everything in connection therewith tends to that conclusion. Vessels were driving about this Bay in the ice, at the mercy of the winds, until 17th March, at which time the Greenspond Vessels were taking Seals.

That in addition to the disadvantages against which the Sailing Vessels from this Bay have to contend from natural causes, the large number of Steam Vessels now engaged in this business diminishes to a fearful extent their chances of success.

Your Petitioners, therefore, pray your Honorable House to take this serious and most important subject into your most favorable consideration, and so modify the Act as to allow the

Sailing Vessels from this Bay to commence the voyage by getting to sea after the last of February. And as in duty bound will ever pray, &c., &c.

Brigus, March, 1876.

Samuel Wilcox,	Thomas Crosbie,
John Clarke,	Thomas Payn,
Isaac Clarke,	Patrick J. Power,
Stephen Whelan,	J. Wiley,
George G. Crosbie,	John Donovan,
Thomas Spracklin,	James Daly,
John Hearn,	James Leary,
Geo. C. Jerrett,	John Lamb,
J. C. Nuttall,	John Stack,
James Burke,	T. D. Scanlan,
Nathaniel Percey,	James Doyle,
William Antle,	A. Gardner,
Stephen Antle,	John Sullivan,
R. C. Lawrence,	Gabriel Woodmason,
John Smith,	James Whelan,
Geo. Gushue,	Nathaniel Percey,
John Bartlett,	Wm. F. Horwood,
Moses Roberts,	Thos. Butler,
Benjamin Bartlett,	Thos. Keough,
George Smith,	William Critch,
Geo. Wm. Gushue,	Henry Watts,
Geo. Butland,	Henry Critch,
F. R. Butland,	George Critch,
Anthony Garland,	Jabez Harvey,
Jas. Tarahan,	Joseph Cozens,
W. Freeman,	Samuel Walsh,
Wm. Hunt,	Wm. John Percey,
William Cole,	W. A. Green,
Henry Croke,	William Anderson,
Edward Sheehan,	A. Jackson,
John Fitzgerald,	Nathaniel Smith,
George Pittman,	Moses Bartlett,
George W. Smith,	Joshua Bartlett,
Patrick Curran,	Abraham Antle,
Edward Crawley,	Thomas Antle,
Thomas Hickey,	William Antle,

George R. Antle,
 John Antle,
 Thomas Hackett,
 James Janes,
 Samuel Blackler,
 James Blackler,
 Joseph Roberts,
 Jacob Roberts,
 Job H. Roberts,
 Thomas Antle,
 N. Norman,

Wm. Horwood,
 John Welsh,
 John Roberts,
 Robert Roberts,
 Wm. Roberts,
 Wm. Spracklin,
 Jonathan Noseworthy,
 James Roberts,
 Wm. Martin,
 Geo. Chalker,
 E. Hiscock.

No. 45.

Petition from Merchants, Traders, Fishermen, and others, of Bay Roberts, Conception Bay, relative to the Seal Fishery.

TO THE HONORABLE THE LEGISLATIVE COUNCIL,
 IN SESSION CONVENED :

The Petition of the undersigned Merchants, Traders, Fishermen, and other residents of Bay Roberts, Conception Bay :

HUMBLY SHEWETH,—

That your Petitioners would call your attention to the Act passed by the Legislature, A. D. 1873, entitled "An Act for the protection of the Seal Fishery."

Your Petitioners regret that by the observance of that Section of the Act limiting the time of sailing to the Fifth day of March for the sailing fleet, has resulted most disastrously for the interest of those engaged in the Fishery sailing from this Bay. They are of opinion that had our sailing fleet sailed last Spring (1875) about the First of March, the success of the fleet would have been very different to what it was; likewise, if there had not been the restriction this year they could have

been to sea with a far better chance of success, than in their present position, ice bound in Harbors and Bay.

Your Petitioners would remind your Honorable Council, that with the prevailing winds at this season of the year, from North to North-east, bringing the drift ice along our Bay and Harbors get completely jammed with ice, rendering it very precarious for the Vessels getting into or out of the Bay. It always was a source of great anxiety to our Sealing Masters, before the passing of the Sealing Act, to get their Vessels to sea, or clear of the head lands, having for several years sailed before the First of March to escape the danger of being caught in the Bay.

Your Petitioners would represent to your Honorable Council, that the sailing fleet of this Bay comprises fully three-fourths of the entire outfit of the Island on this Coast; and having now most unfavorably to compete with the numerous and powerful steam-fleet, your Petitioners consider it disastrous to the interests of all concerned in our sailing-fleet for any restriction that would hinder them in their choice of time for sailing.

Your Petitioners would, therefore, most humbly pray your Honorable Council, that the Section of the Act, limiting the time of Sailing to the Fifth of March, be amended, and that all Sailing Vessels be allowed to proceed on the voyage, on or after the First day of March.

And as in duty bound will ever pray.

Bay Roberts, March 15th, 1876.

R. H. Taylor,
Richard Henebury,
Azariah Daw,
John Snow,
James Snow,
John Firth,
John Saunders,
Henry Mercer,
James Mercer,
Stephen Russell, Sr.
Richard Goss,

Isaac Churchill,
Samuel Daw,
Thomas S. Calpin,
Benjamin Wilcox,
John Wilcox,
Jacob Earl,
Thomas Earl,
Ben. Wilcox, Jr.,
John Jardine,
Charles Calpin,
James White,

Benjamin Mercer,
Thomas Copley,
John Sparks,
Richard Mercer,
Stephen Walsh,
Eli Mercer,
Jonathan French,
Francis French,
James French,
Henry French,
Thomas French,
Robert French,
Thomas French,
Charles French,
James French,
Samuel French,
Edward French,
John French,
Solomon French,
Eli Daw,
Elijah Daw,
Robert Parsons,
James Parsons,
William Parsons,

Bethlem Parsons,
Jonathan Parsons,
John Greenland,
William Kelly,
Stephen Bradbury,
George Jackson,
Jacob Daw,
Isaac Daw,
Stephen Russell,
John Bishop,
Abraham Russell,
George Squires,
Stephen Greenland,
James Mosdell,
Edward Daw,
Edward Badcock,
Robert Mercer,
John Russell,
Edward Snow,
John Snow,
Robert Mercer,
Charles Mercer,
Christopher Mercer.

No. 46.**Petition from the Merchants, Traders, Fishermen and others, of Harbor Grace, Conception Bay, relative to the Seal Fishery.**

TO THE HONORABLE THE LEGISLATIVE COUNCIL,
IN SESSION CONVENED:

*The Petition of the undersigned Merchants, Traders, Fishermen,
and other residents of Harbor Grace, Conception Bay:*

HUMBLY SHEWETH,—

That your Petitioners would call your attention to the Act passed by the Legislature, A. D. 1873, entitled "An Act for the protection of the Seal Fishery."

Your Petitioners regret that by the observance of that section of the Act limiting the time of sailing to the Fifth day of March for the sailing fleet, has resulted most disastrously for the interest of those engaged in the fishery sailing from this Bay. They are of opinion that had our sailing fleet sailed last spring, (1875), about the first of March, the success of the fleet would have been very different to what it was; likewise, if there had not been the restriction this year they could have been to sea with a far better chance of success than in their present position, ice-bound in Harbors and Bay.

Your Petitioners would remind your Honorable Council that with the prevailing winds at this season of the year, from North to North East, bringing the drift ice along, our Bay and Harbors get completely jammed with ice, rendering it very precarious for the vessels getting into or out of the Bay. It always was a source of great anxiety to our sealing masters, before the passing of the Sealing Act, to get their vessels to sea, or clear of the head lands, having for several years sailed before the First of March to escape the danger of being caught in the Bay.

Your Petitioners would represent to your Honorable Council, that the sailing fleet of this Bay comprises fully three-

fourths of the entire outfit of the Island on this coast; and having now most unfavorably to compete with the numerous and powerful steam fleet, your Petitioners consider it disastrous to the interests of all concerned in our sailing fleet for any restriction that would hinder them in their joice of time of sailing.

Your Petitioners would, therefore, most humbly pray your Honorable Council that the section of the Act limiting the time of sailing to the Fifth of March, be amended, and that all sailing vessels be allowed to proceed on the voyage on or after the First day of March.

And as in duty bound, will ever pray.

Harbor Grace, March 15, 1876.

John Munn & Co.,
 Jillard, Brothers,
 Paterson & Foster,
 James Hipplesley,
 E. W. Quinton & Son,
 G. C. Rutherford & Co.,
 J. & B. Parsons,
 C. W. Ross & Co.,
 James Bolger,
 Youdall & Co.,
 James Jarvis,
 Gosse & Parsons,
 Henry Trapnell,
 W. H. Thompson,
 John Trapnell,
 Peter Dwyer,
 Wm. H. Kennedy,
 Robert Snow,
 Wm. Curtis,
 Abraham Davis,
 William Grubert,
 James Griffin,
 Hector Martin,
 Thomas Nosery,
 James Young,

Michael Hartery,
 Daniel B. Blackwood,
 Samuel Gordon,
 Benjamin Martin,
 Robert Kennedy,
 Azariah Alcock,
 Geo. Stewart,
 Robert Walsh,
 Ebenezer Parsons,
 John A. Butler,
 John Giles,
 Michael Jones,
 Henry MacKay,
 David Goff,
 Michael Shortes,
 Tobias Brennan,
 Patrick Farrell,
 Patrick Kennefic,
 John Lynch,
 Richard Lahey,
 John Green,
 Thomas Candler,
 James Lahey,
 Tobias Lahey,
 T. M. Cairns,

Alexander Parsons,
Capt. Heater,
Thomas Fitzgerald,
John Strapp,
Richard Stapleton,
Timothy Hayden,
James Coutes,
L. Fallon,
Richard Cleary,
Henry F. Shortis,
C. Watts,
A. Munn,
R. Anderson,
J. B. Drysdale,
Richard Maddigan,
P. O. Travers,
A. J. Lamey,
Alexander Wilson,
William Croake,
John Hogan,
J. J. Dearin, Jr.,
Charles Breaker,
Patrick Walsh,
Denis Shea,
Stephen Breaker,
Ebenezer Barnes,
John Grubert,
Capt. Jas. Fitzgerald.
Capt. John Hunt,
James Callanan,
Bernard Parsons,
John Squires,
Geo. Makinson,
George Pike,
P. Devereux,
James L. Prendergast,
Selby R. Allan,

Capt. C. Layton,
John F. Apsey,
James Bush,
Thomas Stevenson,
A. T. Drysdale,
Henry Taylor,
Mark Alcock,
H. J. Fitzgerald,
John Downing,
Charles Bradbury,
Patrick Kelly,
C. L. Kennedy,
John Cody,
Mark Parsons,
Josiah Parsons,
John Hennessey,
E. Martin,
Wm. Hennessey,
Charles Trapnell,
Charles Keefe,
Daniel Fitzgerald,
S. Anderson,
Charles Snow,
James Batter,
Wm. F. Tapp,
William Davis,
Edward Parsons,
Michael Keefe,
James Reddy,
Edward Shipperel,
Moses Drover,
Isaac Pomphrey,
P. Taylor,
W. B. Longwill,
Otto Kruger,
John Bruce,
Philip Walsh.

No. 47.**Petition from Merchants, Traders, Fishermen, and others, residents of Carbonear, Conception Bay, relative to the Seal Fishery.**

TO THE HONORABLE THE LEGISLATIVE COUNCIL,
IN SESSION CONVENED:

The Petition of the undersigned Merchants, Traders, Fishermen, and others, residents of Carbonear, in Conception Bay:

HUMBLY SHEWETH,—

That your Petitioners would call your attention to the Act passed by your Honorable Council, A. D. 1873, entitled “An Act for the protection of the Seal Fishery.”

Your Petitioners regret that by the observance of that Section of the Act limiting the time of sailing to the Fifth day of March, for the sailing fleet, has resulted most disastrously for the interest of those engaged in the fishery sailing from this Bay. They are of opinion that had our sailing fleet sailed last Spring (1875) about the First day of March, the success of the fleet would have been very different to what it was; likewise, if there had not been the restriction this year they could have been to sea, with a far better chance of success, than in their present position, ice bound in Harbors and Bay.

Your Petitioners would remind your Honorable Council, that with the prevailing winds at this season of the year, from North to North-east, bringing along the drift ice, our Bay and Harbors get completely jammed up with ice, rendering it very precarious for vessel getting into or out of the Bay. It always was a source of great anxiety to our sealing masters, before the passing of the Sealing Act, to get their vessels to sea, or clear of the head lands, having for several years sailed before the First day of March to escape the danger of being caught in the Bay.

Your petitioners would represent to your Honorable Council, that the sailing fleet of this Bay comprises fully three-

fourths of the entire outfit of the Island on this coast; and having now most unfavorably to compete with the numerous and powerful steam fleet, your petitioners consider it disastrous to the interests of all concerned in our sailing fleet for any restriction that would hinder them in their choice of time for sailing.

Your Petitioners would, therefore, most humbly pray your Honorable Council, that the Section of the Act limiting the time of sailing to the Fifth of March, be amended; and that all sailing vessels be allowed to proceed on the voyage on or after the First of March.

And as in duty bound will ever pray.

Carbonear, March, 1876.

J. & R. Maddock,	Giles Taylor,
Walter Maddock,	George Tuffin,
Robert Joyce,	Richard Tuffin,
William Joyce,	John Hiscock,
Gilbert Joyce,	Nathaniel Taylor,
Edgar Penny,	George H. Taylor,
J. H. Penny,	George E. Taylor,
Wm. P. Taylor,	John Brien,
Joseph Udle,	William McCarthy,
Stephen B. Pike,	F. T. Bemister,
Duff & Balmer,	Richard A. Giles,
B. T. H. Gould,	Alfred Penny,
W. T. Gould,	John Rorke, jr.,
James Rorke,	William Ash,
Robert Simpson,	Palemous Howell,
John Penny, (of Wm.)	Edward Bemister,
Mark James,	Henry Dean,
William Butt,	William F. Taylor,
Jonathan Taylor,	Stephen V. Taylor,
John Keneally,	R. H. Taylor,
Michael R. Gould,	John Taylor, (of Geo.)
William Gile,	Wm. Badcock,
Ambrose Tucker,	Walter Tucker,
Jonathan Davis,	Robert Pearel,
Joseph Powell,	Thomas Taylor,

Charles Penny,
 Thomas Woods,
 Thomas Furlong,
 Solomon Taylor,
 James Keough,
 Thomas Cullen,
 Richard Doherty,
 T. C. Kennedy,
 Reuben Pike,
 Joseph T. Pike,
 Henry Taylor,
 James Forward,
 John E. Pike,
 Thomas Churchill,
 John Forward,
 Edward Pike,
 Edward S. Pike,
 George Rowe,
 Henry Hamilton,
 Jabez Pike,

Samuel Rumson,
 James Thomas,
 Michael Hedge,
 Nathaniel Spencer,
 George Soper,
 Nathaniel Soper,
 Nicholas Taylor,
 William Soper,
 John Pearce,
 Robert Marshall,
 George Taylor,
 Robert Taylor,
 Nicholas Kennedy, sr.,
 Nicholas Kennedy, jr.,
 John Powell,
 Joseph Broadericks,
 William Vatcher,
 George Winsor,
 Josiah Penny,
 Richard Taylor.

No. 48.**Report of Alexander Murray, Esq., F. G. S.,
upon the Geological Survey of New-
foundland, for the year 1875.**

TO HIS EXCELLENCY

SIR STEPHEN J. HILL, C B., K. C. M. G.,
*Governor of Newfoundland, &c., St. John's.*GEOLOGICAL SURVEY OFFICE, }
February 29th, 1876. }

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to inform you, that during the past year (1875) the Geological Survey, under my direction, has made considerable progress, both as regards the immediate purposes of the investigation, and towards acquiring a knowledge of the geographical features of the Island, which hitherto have been either quite unknown, or greatly misrepresented. In consequence of my services having been required by the Government for special purposes not immediately connected with the Geological investigation, and I having had to frame those special reports thereon during the season, I have been unable to fulfil my intention of surveying and examining the Gambo country; neither have I, as yet, had time or opportunity for studying out the relations of structure as revealed by the collections and surveys of the late and former years. This report, therefore, must be considered as merely preliminary, giving simply a general outline of the information acquired, to be followed as soon as circumstances will permit, by a detailed geographical and geological history. In this latter connection, my thanks are due to Mr. E. Fossil collections referred. BILLINGS, Palæontologist to the Geological Survey of Canada, and to Principal DAWSON, of McGill College,

Illustrative minerals.

Montreal, for descriptions given of a collection of silurian and carboniferous fossils, which were forwarded to Montreal for identification, and were returned in November last. These fossils have proved, not only of higher scientific interest as throwing some new light upon the fauna and flora of those periods, but will be of infinite practical value in developing the relation and sequence of stratification of the mineral bearing formations. I have also to thank Mr. C. BOWRING, M. H. A., for kindly forwarding a collection of specimens illustrative of the rocks of Newfoundland, to Professor MASKELYN, of the British Museum, for which I have been promised, in return, an arranged suite of illustrative minerals. These, when received, will form an important addition to the present collection, as affording opportunity for the study of mineralogy, and ready reference for the identification of crystalline forms.

Metalliferous ores of Notre Dame Bay.

The frequent and favorable indications of the presence of metalliferous ores in Notre Dame Bay, and the successful mining operations already in progress there, having of late attracted much public attention, both here and abroad, I considered it my duty to make a re-examination of certain parts in that Bay, in order to become acquainted with any new or previously undiscovered facts bearing upon the position of these mineral deposits, and to see conclusively how far my anticipations of former years were corroborated. For these purposes, after having started Mr. C. H. McLEOD upon a meridian line as a base for laying off Timber limits on the Gander River, I visited certain localities in the Dildo Run, several of the various Arms and Inlets of Exploits Bay, Sunday Cove Island, Little Bay Island, the Western Arm of Green Bay, and finally made a rough survey of the Bett's Cove location and Mine. This latter operation, altogether by no means perfect, was satisfactory, inasmuch as it proved the position of the Mine to be almost exactly on the line I drew on the map of my own construction, in 1867, to show the probable position of the ore bearing strata, guided as I then was by the presence of the great bands of serpentine. At a later period, having

Bett's Cove location.

been requested by the Government to survey the South West Arm of Green Bay, in order to rectify certain disputes connected with the location of mineral lands there, an opportunity offered of extending the examination in that direction, and of inspecting the works commenced by the Honourable E. WHITE.

Without going into a detailed account of the physical structure, which is reserved for a future occasion, I feel called upon to state that the experience of the late investigation convinces me more than ever that many of the Northern parts of this Island, and the Great Bay of Notre Dame in particular, are destined to develop into great mining centres, should capital and *skilled* labor be brought to bear in that direction. The frequent repetition of the mineral bearing strata, associated with serpentine, chloritic slates, and diorites, maintaining a nearly uniform character throughout their distribution, and invariably exhibiting metalliferous indications, all seem to warrant the expression of such an opinion; although at the same time it must not be taken for granted that every individual spot where indications of this nature present themselves must necessarily prove of equal productiveness.

Although for the present it is premature to enter particularly into structure detail, perhaps a few hints upon that subject for the benefit of future explorers, may be acceptable, and especially as applied to Notre Dame Bay. In many of my former reports it will be found that in describing the position of the metalliferous deposits, I had observed that they were invariably found amongst strata, nearly related to, or associated with serpentines; consisting largely of chloritic slates, diorites and dolomites. In the Notre Dame region these strata appear to be repeated over and over again, by a series of great undulations, the axes of all of which point in a general North-East and South-West direction; with many minor and complicated folds, twists and breaks within. Apparently beneath all these there are a series of slaty rocks with bands of red jasper and occasional strata of altered conglomerate, which

Peculiarities to be observed by explorers.

sometimes assumes a basaltic character, with a rudely columnar structure. The whole mass is intersected by great intrusions of a granitoid rock, in some cases probably gabbro, and by dikes of greenstone and other forms of trap. Some of these granitic intrusions are of a bright brick red color, and chiefly composed of orthoclase, others are pinkish, and many are grey, in some parts a pure granite. The traps are often jet black, or nearly so, and coarsely crystalline; they are also frequently of a rusty brown color, weathering to a yellowish tinge, soft and earthy, giving an argillaceous odor on fracture. The ores of copper, mostly sulphurets, are found disseminated or in layers, with iron pyrites in the chloritic slates and dioritic beds; but the more solid and valuable ores are concentrated in the folds and dislocations (particularly in the magnesian portions), by which the formation has been affected. The ores are also of frequent occurrence in white quartz veins near the same horizon. The surface rock where these deposits exist, is usually of a reddish rusty brown color, scored by remarkable minute reticulations, which weather in relief, giving a marked and peculiar aspect, which once seen is easily recognised, and may serve as a pretty trustworthy guide to explorers in making preliminary examination of the ground.

Intrusive Rocks.

Copper ores.

Various metallic ores.

Remarks in Report for 1864.

In addition to the ores of copper, ores of nickel, magnetic, chromic and specular iron, lead and sulphur ores in abundance occur, and traces of the previous metals have occasionally been found by analysis, always seemingly near the same horizon. The usual form of the nickel ores is that of arsenical or copper nickel, but it also occurs as millerite or nickel pyrites, and as *clounthite*? or an allied species, which is of a steel grey or pale ruby red color. These nickeliferous ores have hitherto only been discovered in workable quantities at Tilt Cove, but small specimens have been seen at several other places, and they have invariably been found by analysis to be present in the serpentine. In my first report for 1864, at page 34, will be found these words: "The investigations made by Dr. F. STERRY HUNT, the Chemist and Mineralogist of the Geo-

logical Survey of Canada, have shown that traces of *chromium* and *nickel* appear to be almost universally diffused in the serpentines of the Quebec group in Canada, and in the United States; and analysis made by him of several specimens from Pistolet Bay and Little Bay, indicate that the serpentines of Newfoundland will not be an exception. It is therefore reasonable to expect the occurrence of these metals in available quantities in the Island." At Tilt Cove a considerable amount of nickel ore has already been extracted from the mine, and exported to Swansea, when a portion was found to yield about 24 per cent. of metal, to the ton of ore, which at the valuation of £6 stg. per unit, gave the handsome return of £141 stg. per ton. It has been found that the matrix of the nickel ores are usually calcareous and that a mass of steatite or soapstone is in close proximity.

Tilt Cove Nickel
Ores.

The ore bearing parts of this group of rocks, marked also by the presence of serpentine, soapstone or magnesite, show themselves at each of the projecting peninsulars, which separate the minor Bays of the Great Bay, and also on the group of large Islands off the entrance to Hall's Bay. They were recognized in the South-West Arm of Green Bay, at the Western Arm, at the Southern Arm, in Little Bay, and Hall's Bay; and also on Sunday Cove, Pilley's and Triton's Islands, in each case giving fair metallic indications well worthy of being carefully tested by experiment. It was further observed, however, that the same rocks became barren of ore, or at all events it was more widely disseminated when they came in contact or nearly approached the granitoid intrusions, which latter appear to be destitute of metalliferous material, except iron pyrites, which mostly occurs in intersecting quartz veins.

Distribution of
ore-bearing
strata.

It is much to be regretted that the late Marine Survey, so admirably accomplished upon the Eastern Coast, as far as the Twillingate Islands, by Captain KERR, R. N., and his assistants, was not carried on to the Bay of Notre Dame, as many parts of the Coast, both of the main land

Admiralty
Marine Survey.

and of the Islands, as laid down upon the old charts, have recently been proved to be inaccurate to a grave extent in the detail, and in some cases even in the position of well marked headlands. By the system which has been adopted for laying out lands for licenses of search for minerals and mining grants, this defect is likely to lead to serious consequences; as these erroneous representations have hitherto supplied the only data for blocking off the lots, many of which will be found upon actual survey to interfere with each other, and occasionally in considerable part to be non-existent as dry land altogether. The method adopted for the distribution of these lots, I have long and frequently taken occasion to show, was upon a bad principle, and one which must sooner or later, inevitably lead to inextricable confusion and litigation, engendering a mischievous tendency to frustrate the advancement of an industry which ought to be encouraged by every possible means, as one of the very first importance towards the well-being of the Colony. Already disputes have arisen, and many more are likely to arise unless some speedy remedy is supplied to counteract the effects of this glaring evil; and the only means by which this can be effected, so far as I can see, is to block off those portions of country not already under license or granted in the manner I recommended in my Report for 1867, and again in my evidence before a Select Committee of the House of Assembly in 1869. That under any circumstances each individual license or grant already issued should be properly and carefully surveyed, ought now to be sufficiently evident; and in making those surveys the position of each starting point must be accurately fixed *from some prominent natural feature*, and not merely dependent upon the termination of a neighbouring location, which may or may not be correctly established. In case of one location interfering with another, which will no doubt frequently happen, I would suggest that preference of right over the specified area should be given according to priority of date of title deeds held by the respective parties.

Inaccuracies of old Charts.

Laying off of Mining locations.

Disputes regarding.

Accurate surveys required.

To accomplish such surveys as I have recommended, Surveyors. will require the services of competent Surveyors. The so-called surveys of locations made hitherto are more apt to mislead than to carry any definite idea of the real boundaries, or the areas those boundaries are supposed to contain. The only instrument used, that I am aware of, by the present Deputy-Surveyors is the compass, trusting entirely to the needle; an imperfect instrument at best, but worse than useless in a country where local attraction of the magnet is the rule, rather than the exception, and which at some parts prevails to such an extent as to render its use for any practical purposes impossible. At Tilt Cove, for example, I found the deviation so variable, that at no two stations which I took up on my triangulation was it the same; and at one point, namely, on Carth-rock Pond, I found its intensity so great as to make a difference within six or seven paces, of no less than 60° . At the same time the Captain of the Mine, who for want of a proper dialling instrument had used the needle in his underground work, found it so impossible to reconcile it with his surface plan, that he had recourse to making a rough estimate of his angles by means of a common foot rule in preference.

Local attraction
of the magnet.

The serpentines and associated rocks almost invariably contain more or less magnetic iron, and many of the Trap rocks and diorites are themselves magnetic, consequently the needle is affected according to the intensity or proximity of these materials wherever the metalliferous strata occur. In my recent survey of the South-West Arm of Green Bay, this local attraction was observable at several parts, and the result of four separate observations taken at the point called "Nickey's Nose," was to show a local deviation from the normal variation of about 3° . Supposing then a line were to be run by compass due South from this point for one mile, the termination of that line would be nearly five chains out of its true position; and even that amount of error could not be relied upon, unless it were proved that the local deviation was constant over the whole distance.

Magnetic Rocks.

Nickey's Nose.

MR. HOWLEY'S SURVEY.

Leaves St. John's
and arrives at
Upper Sandy
Point of Exploits

Party completed.

Ascent of main
Exploits from
Red Indian Lake.

Mr. HOWLEY having been instructed to make a survey of the Upper Valley of the Exploits River, in continuation of the survey made by myself in 1871, left St. John's with a crew of three Indians by the S. S. *Leopard*, on the 27th June, and landing at Twillingate, (or Toulinguet), on the 1st July, he thence proceeded to Upper Sandy Point by a small sailing vessel, where he arrived on July 3rd. Here he expected to meet two more Indians who engaged to cross over by land to meet him from Bay D'Espoir, but they failing to arrive, he was compelled to engage two others, residents at Wigwam or Upper Sandy Point, to convey his stores and camp equipage up the River. The Bay D'Espoir men, however, arrived shortly after he had left, and overtook him at Badger Brook, about thirty-five miles up the Stream, and thus his party was completed. While at the latter place, Mr. HOWLEY took the opportunity of measuring up the Brook as far as it was accessible for his canoes; and afterwards by ascending to the summit of Hodge's Hill he obtained a magnificent view of the surrounding country, and was enabled to get a series of angles all round, many of which were upon well-marked points, partially or fully determined in our former surveys. Preminent among these points was Mount Peyton, or the Blue Mountain Tolt; from the summit of which a set of observations were taken by myself in 1874, while engaged in surveying the Gander Country. Mr. HOWLEY then proceeded with all possible despatch up the stream to the Red Indian Lake, and there commenced his survey by measuring the Victoria branch of the River, which he ascended on foot about thirty-one miles, thence he crossed over the country direct in a course about N. 30° W., to the upper part of the Red Indian Lake, which he struck nearly opposite the point where my survey terminated, and from which he took his departure for the survey of the Exploits proper. This Stream he followed after having completed the survey of the Lake, which terminates nine

miles above Station H, of my former survey, for about Seventy-two miles along its course. This distance includes two Lakes of considerable size, viz: Lloyd's Pond and King George IV. Pond, which were also minutely surveyed in detail. He ascended all the more prominent hills bordering on the valley, from whence he was enabled to connect the triangulation, and to get bearings upon other important geographical features. From the banks of the River, Twenty-three miles above King George IV. Pond, the measurement was continued across the country to LaPoile, the distance traversed in an air line, to his junction at H. W. M. with Captain ORLEBAR'S survey, at the head of the main inlet of LaPoile Bay, being twenty miles. He then re-crossed to King George IV. Pond, and thence having portaged over to the Victoria branch, he continued his course down the latter stream, passing through and surveying the great Victoria Lake until he joined the work previously accomplished. The total distance measured upon the Victoria branch, including the length of the lake, was about sixty-three and a-half miles. Finally, Mr. HOWLEY returned to the Victoria Lake, whence he crossed the country to the head waters of White Bear Bay River, and descended ultimately to the Coast by the valley of Grandy's Brook, arriving at the Telegraph Station there upon 27th of October.

Measurement
continued to La
Poile.

Crosses to White
Bear Bay and
Grandy's Brook.

GEOGRAPHICAL DESCRIPTION.

The complication of the drainage waters at the South-Western angle of this Island forms a very remarkable geographical feature. The main drainage of the region flows to the North East, by the Exploit's River, over a distance of nearly two hundred miles in an air line, while the South falling streams, which are numerous and large, take their rise in many cases, in close proximity to the waters of the Exploits, and on the same level, and thence find their way in turbulent torrents to the sea, in a straight distance of sometimes less than twenty miles. The tributaries of the Exploits which flow into the main River from the Westward, interlock with the Great Codroy, and the

The Exploits
proper.

King George IV.
Pond, of Cor-
mack.

Lloyd's Pond.

The Victoria
branch of the
Exploits.

various rivers of St. George's Bay. The main River or Exploits proper takes its rise in the country lying in the forks of the Eastern and Northern branches of the LaPoile, and a distance probably not more than twelve miles in a straight course from the sea coast, and not less than 1,500 feet above the level of the sea. On its way downwards, near where the surveyed line passed, the water which drains into the North Branch of the LaPoile on the one hand, and those which fall into the Exploits on the other, were found to be within a few yards. The general course of the Exploits downwards from that point is a little Eastward of North* for about eight miles, and thence nearly due East about nine miles, till it enters King George IV. Pond; but in these distances there are many sinuosities, and sweeping bends in getting round the mountain ridges and spurs. King George IV. Pond (known to the Indians by the rather appropriate name of Cross Pond, from its greater length lying nearly at right angles to the general course of the river), is of an irregular shape, being indented by many bays and coves; it contains an area of about eight square miles, and lies 1237 feet above H. W. M. From this lake the course of the river is remarkably straight in a North-easterly direction, till it joins the Red Indian Lake at the end of upwards of forty miles. Sixteen miles above Red Indian Lake, the River expands into Lloyd's Pond, which is six miles long by an average breadth of about three quarters of a mile, with an area of nearly five square miles, and at an elevation of 620 feet above the level of the sea. By my estimate in 1871, the height of the surface of Red Indian Lake was placed at 428 feet, but by the levels brought up by the Railroad Engineers from St. George's Bay, it was found to be 468 feet.

The Victoria branch of the Exploits takes its origin between the White Bear and Grandy's Brook's Waters, which interlock each other and the Eastern branch of the

* Bearings are all from the true meridian.

LaPoile, and it flows generally nearly parallel with the main river to its junction with the Red Indian Lake, about four miles above the outlet. South-west from that junction at the end of forty-seven miles, the river expands into a magnificent sheet of water called Victoria Lake, ^{Victoria Lake.} which is sixteen miles long by a breadth of about three-quarters of a mile. Its whole area, including a bay about three miles long and over three-quarters of a mile wide, is nearly twenty square miles, and its elevation above the sea is 1,160 feet.

At the divide, and indeed throughout the whole region ^{Character of the country at the divide.} South from King George IV. and the Victoria Ponds, the country may be described as one vast desolation of bare rock, being covered only on the leveller parts by marsh, or occasionally near the lakes and water courses by the thinnest of soil, supporting only deformed and stunted bushes. Indeed, so destitute was the country passed through by the party between the head waters of the Exploits and LaPoile Bay, and also between the Victoria Lake and Grandy's Brook, that at most parts neither poles nor brush could be procured for constructing a camp, and the only firewood to be obtained consisted of the small gnarled bushes that were sprinkled here and there.

A lofty range of rugged and precipitous hills separates ^{Hill range.} the two main branches of the Exploits, which rises abruptly from the right bank of the main stream, but slopes more gradually towards the Victoria, where at some parts a fringe of well timbered land occupies considerable areas back from the left bank of the river. This range averages a width of about five miles, some of the higher elevations upon it reaching to a height of over 2,000 feet above the level of the sea. It crosses the main river between Lloyd's Pond and Red Indian Lake, and thence bears away North-easterly towards Lobster House and the adjacent heights South-east of Grand Pond. A narrow fringe of interval land occurs on the main river below Lloyd's pond, which widens at the confluence of the small tributaries; the

country on the North-west side rising very gradually, and giving a tolerably level surface up to George IV. pond.

Valley of the
Victoria River.

For about sixteen miles up the valley of the Victoria Branch of the Exploits, the ground is irregular and rocky, and the river much broken up by falls and rapids, but above that distance the country greatly improves, and a large tract well wooded, generally level and covered by a good soil, prevails nearly up to Victoria Lake. This level and reclaimable land seems to extend to the Eastward with few interruptions to the great Rattling Brook, as shown by Mr. AUSTIN's description of the line he ran upon the Railway Survey; and it appears probable that a similar character will be found to exist, to a large extent at least, between that line and the bank of the main river, (see my Report for 1871, upon the Exploits Countries). In describing the view from the summit of Hodges Hill, Mr. HOWLEY says, that while the regions towards the North and East and also to the North-west, consist chiefly of marshes and barrens, scattered over partially by woods, the country away to the Southward and on the Southern side of the Exploits present an unbroken dense forest in a series of gentle undulations, as far as the eye can reach. Mr. HOWLEY also describes the country he crossed on his expedition from the Victoria River to the head of the Red Indian Lake, as well timbered throughout, although very elevated at some parts, his summit level marking 1,600 feet, while Costigan's Pond, a large lake which lay in his track was 1,200 feet above the level of the sea.

View from
Hodge's Hill.

Forest country
between the Vic-
toria and Red
Indian Lake.

Reclaimable
country.

By reference to my report for 1871 upon the Exploits below the Red Indian Lake, at pp. 14, 15 and 16, it will be seen that a very great part of the lower valley is described as being well wooded, generally level or gently undulating, and usually of a fairly productive soil. From what Mr. HOWLEY has ascertained, and from the description given by Mr. AUSTIN's party of the country passed through by the railroad line between the upper end of Red Indian Lake and the Great Rattling Brook, there would appear to be a tract of land, more or less reclaimable, at least

fifty miles long, by an average width of fifteen miles, which would comprise an area of about seven hundred and fifty square miles. If to that we were to allow, say fifty square miles of similar country for the Lower Exploits valley, Peter's Brook and Norris' Arm, there would be eight hundred square miles upon the Exploits alone more or less capable of supporting settlement. The pine timber, spruce, tamarack and birch over extensive areas is reported to be of excellent quality and vigorous growth, and all of these might become available were these regions opened out by main lines of road, for the construction of which no perceptible difficulties present themselves. In my Report for 1870, at pp. 15, 16, & 17, it is shown that the mineral character of the rocks over a wide area immediately south from Mr. AUSTIN's line at the Great Rattling Brook, is indicative of the presence of various metallic ores; and at page 15 of the same Report, communication thereon with the Coast at Bay D'Espoir is suggested by means of a road being laid out along the route followed by the Indians between the latter and the Exploits. My words in that Report were as follows:—"As this region over an extensive area gives evidence of the presence of metalliferous ores of value and importance, the means by which these may be developed and utilized, remotely situated as they are from the Coast, is a matter for consideration. The construction of a road or telegraph line intersecting the Island from shore to shore is the first step that suggests itself to the traveller, as likely to lead to that end, as there are unusual facilities for such a construction directly through the mineral country, which would give direct communication from South to North."

Probably a mineral region.

The telegraph line here hinted at, appears at length about to become an accomplished fact; and if that means of communication is duly followed up by establishing a good main line of road, a great step in the direction of enlightened progress will be secured, affording means and opportunity for the developement of the varied and valuable natural resources of the Country.

Maps illustrative
of the Surveys.

The tracing which accompanies this report is a reduction from Surveys made by Mr. HOWLEY and myself, to a scale of four miles to one inch. Upon it, will also be found the routes followed by the Railroad Engineers, between St. George's Bay and Come-by-Chance in Placentia Bay. Mr. RAMSEY'S Section A, and Mr. LYNCH'S Section C, being reduced directly from their actual Survey; while Mr. AUSTIN'S Section B, (whose plans were not placed in my hands, as were the others), is fairly approximative. It has been found upon plotting, that the result of all these separate and independent Surveys, is very satisfactory. With the exception of an apparent slight discrepancy in Longitude, where in the extension of these sundry Surveys, our protraction brings us out to the Coast in Exploit's Bay, all our evidences point to almost absolute accuracy; but seeing that the charts of that region, which are the only data we possess for such Longitude, are known to be in considerable measure inaccurate, (as I have already stated), it still has to be proved whether this error has crept into our work, or is due to the original Survey of the Coast. The error here alluded to, amounts to between one and two minutes of Longitude, our protraction being to that extent *West* of the Longitude laid down on the chart; but the result of a great number of observations taken for Latitude throughout Mr. HOWLEY'S and my own Surveys, all of which agree with the positions found by protraction, goes far to show that the Latitudes given on the chart of Exploit's Bay, are placed *too far South* by upwards of one minute. In order therefore to make the Surveys of the interior harmonize with the published Coast Maps, we have lengthened our lower reaches of the Exploits to the longitude there given, whilst we have retained the latitudinal position as found by ourselves.

References.

It will be seen that the map is made to embrace the whole width of the Island between the Bay St. George and the Eastern Coast, and that portions of the Southern Coast are introduced from the accurate Coast Surveys of Captain ORLEBAR, R. N., and W. F. MAXWELL, R. N.

This area includes the work accomplished by the Geological Survey at sundry times, and to be found described in the Reports for 1870, 1871, 1873 and 1874, to which for further information I beg to refer Your Excellency. The Survey for 1875 has already been described geographically at a previous part of this communication, and some reference to the same subject will also be found in my summary Report upon the Survey of the Railroad Engineers. As regards the distribution of the geological formations throughout the regions last explored by Mr. HOWLEY, they will be found indicated also upon the surface of the map; but before entering particularly into a detailed account of these physical characteristics, much more careful study of the specimens collected, and of all the facts which have been ascertained, than we have as yet been able to bestow upon these subjects, will be required.

With the exception of the ores of Iron, which probably will be found to exist at certain parts of this same region and possibly Apatite or Phosphate of Lime, I am not in the mean time disposed to consider its mineral capabilities of much importance.

I have, &c.,

(Signed), ALEX. MURRAY.

No. 49.**Report of the Directors of the Harbor Grace Grammar School, 1875.**

Owing to the retirement of Principal Roddick, from ill-health early in July last, the School continued vacant until towards the end of August. When the Directors found that Mr. Roddick would be unfit to resume his duties, they engaged Mr. James Munn, of the Truro Training Institution, to conduct the School, temporarily; and, finding at the close of the year, that he conducted it in a satisfactory manner, they requested him to continue in charge for the ensuing year, at a greatly reduced stipend, on account of the liberal retiring allowance made to the late Principal, Mr. Roddick, from the general funds.

The Class Books during the last quarter, show an attendance of forty-two pupils, which number is likely to increase. Of these, three study Latin, twenty Spanish, seven Mensuration, ten Book-keeping, whilst all are instructed in Arithmetic, English Grammar, (including Analysis), Geography, Writing and Reading, with Spelling and Derivation, in which branches marked improvement was shown at the Annual Examination.

The School premises and the internal arrangements of the Class Room, require considerable outlay to keep up the efficiency of the Institution; and with this object the Directors purpose laying out Seventy pounds during the summer vacation in putting down a new floor, and in replacing the old writing desks and forms with new ones, on an improved arrangement.

The Directors feel pleasure in submitting the General Account of Receipts and Expenditure for the past year, showing a balance in favor of the Institution of Forty-two pounds three shillings and one penny, which will go to assist in the contemplated repairs.

The greatly reduced salary of the Teacher, the diminution of numbers in attendance from the more active compe-

tion of the denominational Schools, all tend to weaken the position of the Grammar School in the community, but no efforts shall be spared on the part of the Directors to maintain its efficiency and influence.

Respectfully submitted.

(Signed) **JOHN MUNN,**
Chairman.

Harbor Grace, Nfld., }
31st Dec., 1875. }

Dr. Harbor Grace Grammar School

1875.		
March 24.—	To Premium of Insurance on Premises	£4 10 0
May 1.—	“ Repairing Stone Wall	0 13 6
7.—	“ Stationery for use of School	1 0 4
June 18.—	“ Repairs of Premises	2 0 10
“ 30.—	“ Lighting Fires, &c.,	2 0 0
“ “ —	“ Secretary’s Half years’ Salary	5 0 0
“ “ —	“ Principal Roddick’s allowance from School Fees, past Half year	50 0 0
“ “ —	“ Ditto proportion of Government Grant, for past Half year	115 10 0
Sept. 15.—	“ Stationery for School use	0 15 6
October 1.—	“ Coal, Wood, &c.,	9 13 3
Dec. 31.—	“ Lighting Fires and Cleaning Out- houses	2 2 6
“ “ —	“ Advertising, &c.,	0 13 6
“ “ —	“ Repairing Stoves, &c., &c.,	1 0 0
“ “ —	“ Principal Munn’s Salary, from Au- gust to date	45 0 0
“ “ —	“ Principal Roddick’s Half year’s Retiring allowance	62 10 0
“ “ —	“ Annual Prize Books at Examina- tion	4 16 0
“ “ —	“ Stationery for School use	2 16 6
“ “ —	“ Balance in favor of Institution	42 3 1
		<hr/>
		£352 4 11

in Account with Commissioners.**Cr.**

1875.				
Jan'y 1.—	By	Balance from last year	.....	£15 1 4
" "	—	Quarterly School Fees	.....	34 2 6
April 1.—	"	" "	.....	36 0 0
Sept. 1.—	"	" (School vacant 2 m'ths)	.....	8 8 4
October 1.—	"	" to this date	.....	27 12 9
Dec. 31.—	"	Annual Grant from Government	.....	231 0 0
		\$924	.....	231 0 0
				£352 4 11

E. E.,

Harbor Grace, 31st Dec., 1875.

(Signed) JOHN MUNN,
Chairman.

No. 50.**Report of the Inspectors of the Church of England and Methodist Schools in Newfoundland, for the half year ending December 31st, 1875.**

*To His Excellency Sir STEPHEN J. HILL,
K. C. M. G., C. B., Governor, &c., of
Newfoundland and its Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY ;—

We, the Inspectors of the Church of England and Methodist Schools, beg to submit, for the information of your Excellency, our first report on the condition of Public Elementary Schools in this Colony, to be laid before the Legislature at the opening of its Session.

In doing this we have deemed it best to present a joint report, as our work thus far has been, of necessity, largely in common, and because upon comparing our views upon the state of Education in the Island, and methods for its improvement, we have found these very fully to agree.

We beg to note in the outset that the duties of our office have hitherto been to a great extent preliminary, as we have been called to attend to various initial matters necessary for the successful and harmonious operation of the Education Act, 37 Victoria.

The first of these was the preparation of Table A, Part II., exhibiting the distribution of the several Educational Grants among the various denominations according to the late Census.

Another of these was the settlement of School Property between the respective Protestant bodies, which, we have much pleasure in reporting, has been effected amicably and with much less difficulty than was at first anticipated, although not without engrossing much of the time and attention of the two Inspectors. The result will be found in Table B., Part II.

The distribution of the \$40,000, voted for School-houses and Property, 38 Vic., Cap. 22, Sec. 4, next received our careful consideration; and we had the honor of recommending to your Excellency, for adoption, certain rules and regulations of which your Excellency in Council was pleased to approve.—Table C.

The difficulty of finding suitable persons to take charge of the Schools of our two denominations soon forced itself upon our notice, and upon making inquiry in respect to this scarcity of competent Teachers, we have been led to believe that, apart from the question of salary, which will be discussed elsewhere, the following are some of the principal causes: (1). Due care has not hitherto been observed by the Educational Boards in the selection of suitable persons to be trained as Pupil Teachers, the consequence of which has been that some, taught at the public expense, have afterwards been found totally disqualified for the office of Teacher. (2). Many, probably the best of those selected, have been allowed for want of being indentured, to withdraw from the profession without making any adequate return to the country for the cost of their training; and (3) the office has been almost exclusively confined to male Teachers, a strong prejudice having existed against the training and employment of females in the work of education, contrary to the opinion of the highest Educationists of the day, and to the usage obtaining in England, the United States, and the Dominion of Canada.

Chiefly for these reasons, we were led, after mature deliberation and frequent consultation of many friends of education, to recommend to your Excellency certain regulations for the appointment and supervision of Pupil Teachers, which received the sanction of your honorable Government. A copy of which will be found annexed.—See Table D.

VISITATION AND INSPECTION.

In accordance with instructions from your honorable Government to aid Educational Boards in the settlement of property as above referred to, and in order to make ourselves fully acquainted with the Educational wants of the Island, we arranged to visit as many as possible of the Educational Districts, to impart counsel to the Boards in reference to carrying out the Education Acts, and especially in respect to the adjustment of

School Property; to inspect such Schools as were in operation; to give such advice to Teachers as might be of service in the organization and management of their Schools; and, in fine, to awaken a deeper and more wide-spread interest in Education throughout the Colony by public addresses and otherwise.

In the prosecution of the above objects, we beg to report that we have visited Seventeen of the Twenty-five Educational Districts, and nearly all of the principal places lying between Cape St. John and Lamaline.

The following is a correct summary:—

IN NOTRE DAME BAY.—Fogo, Barr'd Island, Change Islands, Herring Neck, Twillingate, Moreton's Harbor, Exploits Burnt Island, Leading Tickles, Little Bay Island, Bett's Cove, Tilt Cove, and ten other settlements, comprising in all well nigh the whole circuit of this extensive Bay.

IN BONAVIDA BAY.—Bonavista, Greenspond, and Bird Island Cove.

IN TRINITY BAY.—Trinity, Catalina, Hant's Harbour, Seal Cove, Russell Cove, Scilly Cove, New Perlican, Heart's Content, and ten smaller places, embracing almost a complete visitation of this large Bay.

IN CONCEPTION BAY.—Brigus, Cupids, Salmon Cove, Clarke's Beach, Bareneed, Port-de-Grave, Coley's Point, Bay Roberts, Upper Island Cove, Harbor Grace, Carbonear, and nine other less important School Sections.

IN PLACENTIA BAY.—Burin, Great St. Lawrence and Lamaline.

IN ST. JOHN'S.—St. John's, East and West, Pouch Cove and Quidi-Vidi.

SCHOOL STATISTICS.

As our term of office has only extended over half a year, and educational affairs have been in a transition state, we have deemed it best not to lay before your Excellency at this time the ordinary School Returns, which could be only very partial, as many of the Schools now in operation have been but lately

opened, either for the want of suitable Teachers, or because the new School-houses rendered necessary by the provisions of the recent Act had not been built, or the property belonging to the late Protestant Boards had not been previously settled.

It may, however, be satisfactory to report that there are now many more pupils in the Schools actually conducted than there were this time last year, and that arrangements have been made by the respective Educational Boards to commence other Schools in localities in which they have never previously existed, so soon as eligible Teachers can be obtained. We regret to say that we have been deeply pained to find that notwithstanding the large amounts which have been granted by the Legislature for Educational purposes, many large communities, especially in Notre Dame Bay and Trinity Bay, have been hitherto without Schools, and the youth growing up to manhood and womanhood unable to read and write. We have, therefore, felt it to be our duty to do all within our power to arouse the Educational Boards and people of these districts to a sense of their responsibility, and to bestir themselves for the future in providing their naturally vigorous and interesting youth with the ordinary means of Education; and we have particularly aimed at inducing the Boards to group together, two or three of the smaller settlements, in each of which a School might be kept a part of the year by an itinerant Teacher, and at encouraging the people liberally to co-operate in the matter of School fees, so as to give in each year some measure of Education to all the youth of the country. We have no doubt that one of the results of changes introduced by Education Act, 37 Vic., and of the combined efforts of the two Inspectors to create a public sentiment on behalf of Education, together perhaps with a wholesome rivalry between the Schools of the two leading Protestant denominations will be to secure enlarged and improved facilities for imparting a common School Education.

SCHOOL HOUSES, FURNITURE AND APPARATUS.

We have been pleased to find in some of the principal settlements, School-houses of a very creditable kind, and provided with a fair supply of black-boards and maps, but regret to say that this has been the exception rather than the rule.

In general, the Schools have been kept in poor, comfortless, unsightly buildings, without black-boards, maps, pictorial illustrations for object lessons, &c. Instead of the School being made as attractive as possible for the Scholars, and furnished with help and appliances necessary, according to modern ideas for the work of instruction, we regret to report that the dingy, cheerless buildings, built without regard to ventilation, with benches not properly graduated as to height, and without backs, as if intended to create restlessness, if not produce curvature of the spine; with desks badly proportioned and unsuitable, as also not well arranged, and in short devoid of almost everything to render School work pleasant, seems in many instances as if designed to make attendance at School disagreeable if not repulsive.

The wise and liberal vote of the Legislature of the sum of \$40,000 for School-houses and Property, without which it would have been impossible to provide sufficient School accommodation in many districts, if judiciously expended according to regulations adopted by your honorable Council, will, we believe, do much to supply the above deficiency in houses, furniture, and apparatus, and we feel assured that the country will soon point with satisfaction to the beneficial results of this enlightened Legislation.

Text Books.—One of the great drawbacks heretofore in the way of teaching has arisen from the want of Books of a uniform series, suitable for use in our Elementary Schools. We have occasionally found Schools almost destitute of Books and School materials, and frequently in the same Schools the greatest diversity of Books in the hands of Scholars of similar attainments, preventing all proper classification, and needlessly retarding the progress of the School. To effect desirable improvement in this particular, we have, in accordance with the wishes of some of our friends, recommended to the Boards of our respective denominations, the propriety and importance of adopting, with the sanction of your honorable Government, a uniform series, and we have reason to hope that before long this great desideratum will be obtained. Meantime, the Inspectors are adopting such means as will enable them, after personal examination, to advise Boards of Education in the selection.

We will only further remark under this head, that it is hardly possible to over-estimate, particularly in the Outports, where all reading matter is limited, the advantages to be derived from the use of well-graduated Text books, which shall be so varied and yet so comprehensive, as will lead the Scholars gradually to acquire general information on ordinary subjects, and at the same time create such a thirst for knowledge as will facilitate the development of their powers, and ultimately produce intelligent men and good citizens.

TEACHERS.

We have the pleasure in reporting that the Teachers are in general persons of good moral character, ready to assist in any good word or work according to their ability, and devoting themselves to their duties with a commendable degree of faithfulness and zeal, and perhaps, considering the draw-backs under which many of them have had to labour, because of the miserably low salaries on which they have had to subsist, the indifference of the people to their interests, and the lack of sympathy and support previously given them by Educational Boards, altogether as good as under these circumstances could reasonably be expected. Nevertheless, after making honorable exceptions of some who would do credit to their profession in any country, we regret to say that as a class they are greatly lacking in the ordinary branches of a fair English Education, and still more particularly, for want of training, in that knowledge which would fit them for the right conduct and management of our common Schools. In some cases, from a mistaken charity, individuals have been employed as Teachers who are either utterly incompetent, or now quite incapacitated by age. As Teachers are the prime agents or instruments in the work of Education, and everything else must be of little avail if these be inefficient, we deem it of paramount importance, not only duly to care for the future supply of Pupil Teachers, but also to employ all possible means for qualifying those now engaged for the better discharge of the duties of their office, as also so far to improve their financial condition as to free them from undertaking many menial services to eke out a bare means of subsistence for their families, which tend to bring them into collision with some, and to lessen them in the estimation of

others, as well as seriously interfere with their appropriate work of teaching, and the acquiring that culture which would elevate them in the eyes of the people, and render them more successful in their profession.

To stimulate Teachers in the way of improvement, we are pleased to know that in accordance with our recommendations, your honorable Government has already sanctioned certain regulations for the grading of Teachers (see Table E., Part II). We have now respectfully to recommend the Legislature to make it imperative upon all Teachers, within a reasonable period, to present themselves for examination as provided for in rules already approved. Meanwhile, we have to report we have already taken great pains to effect improvement in the efficiency of the Teachers, by instructing them, as we have had opportunity, in the organization and management of their Schools, and particularly in both the manner and method of teaching, for which they have almost invariably expressed their grateful appreciation.

To make up more fully for the want of training, we shall, from time to time, give instruction, and meet, where practicable, the Teachers of a District or part thereof, at some convenient centre, in order to instruct them by lectures or otherwise; in the better discharge of the business of teaching. We shall also be happy, so soon as we think it feasible, to encourage in every way the formation of Teachers' Associations for mutual improvement, and further to adopt such measures as will stimulate Teachers, by application to their studies and devotion to their profession, to render themselves deserving of the highest certificates, and of appointments to the more eligible situations.

But while doing all in our power for the intellectual and professional improvements of the Teachers, we deem it our duty very respectfully to inform your Excellency that we are deeply convinced that the Legislature will subserve the highest interest of the country by continuing present liberal appropriations and making such additions from time to time, as the revenue will admit, for the maintenance of this very deserving class of public servants, now by far *too poorly paid*. While,

however, expressing this our conviction, we would have it distinctly understood that, under existing circumstances, we have no sympathy with the idea, unfortunately too prevalent, that the Government should do everything in providing education for the country. We are persuaded that in many Districts the people themselves could do much more if they tried, than they now do towards the support of their Schools. We have been surprised to find that even the almost nominal School fees, now by law compulsory, have in very many cases, been either not collected at all, or only very partially, and that with great difficulty. We have already advised Education Boards to enforce pre-payment so far as practicable, according to the provisions of the Act, and we are informed that, where this plan had been already adopted, it has been attended with satisfactory results.

We think the time has fully come when the friends of education should co-operate in dispelling the idea that a cheap system of education is a desirable one, seeing that in general it is but a worthless one. While of opinion that Clergymen and other prominent members of society will do well to encourage parents and guardians to contribute more generously of their own accord than heretofore, we beg to say that in our judgment it is worthy of the consideration of the Legislature whether it would not be well to permit Educational Boards, with the concurrence of the Governor in Council, to adopt, where they deem it desirable, a higher scale of fees than is at present admissible by law, without, however, infringing the privileges of Boards to admit as free scholars, or at reduced rates of fees, orphans and the children of indigent parents.

SUBJECTS TAUGHT.

Reading, writing, and arithmetic, have been the only subjects taught in the most of the Schools which we have visited, even in some of the largest settlements, where some knowledge of geography, grammar, composition and history, if taught, might reasonably be expected to be of advantage to many of the rising youth; and in most cases the attainments of the Scholars in branches taught, have been not very satisfactory. This is to be accounted for partly by the attendance having

been irregular, and to a great extent confined to very young children. We are persuaded, however, that it has largely arisen from a defect in the method of teaching these elementary subjects. Reading being the chief source of knowledge, we regard as of first consequence, but we regret to say that with very few exceptions, this has been generally taught in our Schools without regard to correct pronounciation, and what is still worse, without respect to intelligence or expression. Probably the main cause of so many reading badly is in their not having been taught to master thoroughly each progressive step in their Class Book before passing to the more difficult lessons, thus being ever kept at work acquiring what is irksome to them, instead of being exercised frequently in such forms of words as they had previously learned, until they have become so familiar as to be able to read them with fluency and ease, as well as with intelligence and delight. *Writing* being an important medium for conveying thought, deserves more attention than it has hitherto received in our Schools. While in general, decidedly better than the reading, the Copy Books showing praiseworthy neatness, we have often found some scholars without writing material, others badly furnished, and these pursuing a course devoid of system, and making an attempt at writing small-hand, without having at all learned to form large-hand accurately. In *Arithmetic* our Schools are very defective, the Scholars being often unable to say perfectly the Multiplication Table, or perform easy exercises with accuracy. As business is altogether impracticable without a knowledge of numbers, we think it essential that the scholars should be made acquainted with its properties, and so drilled in mental operations as to be able to work rapidly and with ease, at least the calculations that enter into the common trade of the Country.

While anxious to secure higher attainments in these fundamental and essential subjects, we are of opinion that the children of the Colony, if enjoying similar advantages to those of the mother Country or in the adjacent Provinces, would not only shew a better acquaintance with these, but would learn other branches after which we ought to aspire, and that are elsewhere deemed of great value, both for the well-being of the pupils themselves and that of their fellow-citizens.

On what should constitute the basis of instruction in common Schools, we beg to cite from programme of course of study, adopted in those of Ontario :—

I.—“Reading, writing, arithmetic, and the use of the English language. Every youth, whether in town or country, should be able so to read that reading will be a pleasure and not a labor, otherwise his little knowledge of reading will be seldom, if ever, used to acquire information; he should be able to write readily and well; he should know arithmetic so as to perform readily and properly any financial business transactions, and be able to keep accounts correctly: he should be able to speak and write with correctness the language of the country. These subjects are the first essentials of education for every youth, and in which he should be primarily and thoroughly taught.”

II.—“An acquaintance with the properties and growth of the plants we cultivate and use, and the soil in which they grow, the instruments and machinery we employ, and the principles of their construction and use; our own bodies and mind, and the law of their healthy development and preservation. Large experience shows not only the importance of a knowledge of these subjects of natural science, and experimental physics, but that they can be taught easily for all ordinary practical purposes to pupils from 6 to 12 years of age.”

III.—“Some knowledge of geography and history, of the civil government and institutions of our own country, and in all cases of the first principles of Christian morals, so essential to every honest and good citizen.”

“These are the subjects which should be embraced in a common School curriculum, and which have been and can be easily learned by pupils under 12 years of age.”

GRADING OF SCHOOLS.

In connection with the above, and as kindred thereto, we beg respectfully to report that being required by the Act 37 Vic., Sec. 14, to “classify each School in one of three classes,” we have agreed to propose as standards for Grading Schools

those described in Table E, Part II, which, if approved of by your honorable Government, we will endeavor, as soon as practicable, to carry into effect.

MANAGEMENT OF SCHOOLS.

With a view to correct many defects observed by us in course of our inspection, as also to give permanency to advice personally communicated by us, both to Boards and Teachers, relative to the Government and conduct of Schools, we have, at the urgent request of many Chairmen, recently prepared a Code of Rules, which has received the sanction of your Excellency in Council, and been recommended by us to our several Boards for adoption.—See Table F., Part II.

CONCLUSION.

In conclusion, we beg most respectfully to thank your honorable Government for its frequent and valuable counsel in many matters in a time of transition, as also for its prompt and cordial reception of such suggestions as we have thought it desirable to make. Here also we have much pleasure in recording our appreciation of the readiness of Educational Boards, and of many private individuals, to aid us in initiating such improvements as have seemed to us essential to effect. There is one point, however, of paramount importance to our whole Educational plans to which we most earnestly ask the special attention of your Excellency and the Legislature. Our Educational Acts make no specific provision for the maintenance of *Model Schools*, which we deem essential to the proper training of Pupil-Teachers in the art of Teaching. We regard this as their greatest defect, and strongly advise amendment on so vital a matter in any consolidation of these acts, which we trust will be shortly undertaken. We know of no way in which a reasonable appropriation could be made with prospects of such beneficial results; and here we may be permitted to state that if other means are not available to give Model Schools to our two respective denominations, then the additional amounts which, on comparison with Roman Catholic Academy Grants, will be now found, according to the recent Census, to be fairly due them thereon, might be given either to the Directors of our respective Academies, on condition that they

provide practising or Model Schools for Training Pupil Teachers, or otherwise to a separate Board charged with this special duty.

We have the honor to be,
Your Excellency's obedient humble Servants,

(Signed) WILLIAM PILOT,
Inspector of Church of England Schools.

(Signed) GEORGE S. MILLIGAN, M. A.,
Inspector of Methodist Schools.

St. John's, Dec. 31st, 1875.

TABLE A.

Distribution of Education Grants amongst Church of England Boards,

No.	Educational Districts.	Population.	For Elementary Education.	For Col. & Continental Church Society.	Balance drawable.	For Books and Repairs.	Share of Commercial Grant.
1	Moreton's Harbor ...	1766	\$713 26	.....	\$713 26	\$10 88	
2	Twillingate	2502	1010 52	\$128 20	882 32	15 41	\$181 85
3	Fogo	2764	1116 34	128 20	988 14	17 03	200 93
4	Bonavista Bay (N.) ...	3221	1300 91	256 40	1044 51	19 84	
5	Bonavista Bay (W.) ...	2110	852 20	128 20	724 00	13 00	
6	Bonavista Bay (S.) ...	1577	639 93	128 20	508 73	9 71	114 64
7	Trinity Bay (E.)... ..	929	375 20	.....	375 20	5 72	
8	Trinity Bay (N.)... ..	3328	1344 13	128 20	1215 93	20 50	241 93
9	Trinity Bay (W.)	3550	1433 80	128 20	1305 60	21 87	258 06
10	Trinity Bay (S.)... ..	562	226 98	.....	226 98	3 46	40 85
11	Bay-de-Verds	418	168 82	.....	168 82	2 57	30 39
12	Carbonear	945	381 67	.....	381 67	5 82	68 70
13	Harbor Grace	4870	1966 92	384 60	1582 32	30 00	
14	Bay Roberts	2369	956 80	.....	956 80	14 59	172 21
15	Port-de-Grave	1796	725 37	128 20	597 17	10 81	
16	Brigus	1692	683 38	128 20	555 18	10 67	125 93

TABLE A.—(Continued.)

Distribution of Education Grants amongst Church of England Boards.

No.	Educational Districts.	Population.	For Elementary Education.	For Col. & Continental School Society.	Balance drawable.	For Books and Repairs.	Share of Commercial Grant.
17	St. John's	8160	\$3295 70	\$384 63	\$2911 07	\$50 26	
18	Ferryland	173	69 87	.....	69 87	1 08	
19	Placentia Bay	1351	545 65	.....	545 65	8 32	
20	Burin	840	339 26	.....	339 26	5 17	\$61 08
21	Lamaline	711	287 16	128 20	158 96	4 38	
22	Grand Bank	82	33 12	.....	33 12	51	
23	Harbor Briton	4391	1773 46	128 20	1645 26	27 05	319 20
24	Burgeo	2005	809 79	.....	809 79	12 35	145 75
25	LaPoile	2211	893 00	.....	893 00	13 62	160 73

TABLE A.
Distribution of Education Grants amongst Methodist Boards.

No.	Educational Districts.	Population.	For Elementary Education.	For Books and Repairs.	Share of Commercial Grant.
1	Moreton's Harbor	2921	\$1137 95	\$17 99	
2	Twillingate	1819	708 64	11 20	\$111 35
3	Fogo	1331	518 53	8 20	81 47
4	Bonavista Bay (N.)	1404	549 96	8 65	
5	Bonavista Bay (W.)	493	192 06	3 04	
6	Bonavista Bay (S.)	1639	638 51	10 10	100 33
7	Trinity Bay (E.)	1281	499 05	7 89	
8	Trinity Bay (N.)	1305	508 39	8 04	88 62
9	Trinity Bay (W.)	394	153 50	2 43	15 39
10	Trinity Bay (S.)	2678	1043 28	16 50	163 93
11	Bay-de-Verds	3964	1544 27	24 42	242 65
12	Carbonear	3618	1409 48	22 29	221 47
13	Harbor Grace	1140	444 12	7 02	
14	Bay Roberts	475	185 05	2 93	29 08
15	Port-de-Grave	354	137 92	2 17	
16	Brigus	2161	841 86	13 22	132 82

TABLE A.—(Continued.)

Distribution of Education Grants amongst Methodist Boards.

No.	Educational Districts.	Population.	For Elementary Education.	For Books and Repairs.	Share of Commercial Grant.
17	St. John's	3009	\$1172 23	\$18 53	
18	Placentia Bay	239	93 11	1 47	
19	Burin	1686	656 82	10 39	\$103 21
20	Lamaline	4	1 56	02	
21	Grand Bank	1658	645 91	10 21	
22	Harbor Briton	9	3 51	05	55
23	Burgeo... ..	6	2 34	04	39
24	LaPoile	725	282 84	4 47	44 38

TABLE B.
Statement of School Property.

Boards.	Church to pay Metho- dists.	Methodists to pay Church.	Church to pay Free Church.	Church to pay Congregationalists.
Moreton's Harbor... ..				
Twillingate	\$526 71			
Fogo	341 05			
Bonavista Bay (N.)	97 28			
Bonavista Bay (W.)				
Bonavista Bay (S.)	280 00			
Trinity Bay (E.)	20 00			
Trinity Bay (N.)	228 88			
Trinity Bay (W.)	35 88	137 40		
Trinity Bay (S.)				
Bay-de-Verds				
Carbonear				
Harbor Grace	120 00			
Bay Roberts... ..	233 83			
Port-de-Grave	110 00			
Brigus	320 00			

TABLE B.—(Continued.)
Statement of School Property.

Boards.	Church to pay Metho- dists.	Methodists to pay Church.	Church to pay Free Church.	Church to pay Congregationalists.
St. John's		\$11 68	\$30 57	\$30 56
Ferryland				
Placentia Bay				
Burin				
Lamaline				
Grand Bank... ..				
Harbor Briton				
Burgeo				
* La Poile				

N. B.—Property in Settlements having one Denomination has been by Act omitted in the above awards.

* Property in LaPoile remains unsettled, as no Church of England Board has as yet been appointed.

TABLE C.

**Distribution of the \$40,000, according to Population,
and settlement of Property, according to the Act.—
Church of England Boards.**

No.	Educational Districts.	Share of \$40,000.	To receive from Metho- dist Board.	To pay to Methodist Board.	Money to be drawn.
1	Moreton's Harbor ...	\$470 92	.....	.....	.....
2	Twillingate	667 19	.....	\$526 71	\$140 48
3	Fogo	737 06	.....	341 05	396 01
4	Bonavista Bay (N.) ...	858 92	.....	97 28	761 64
5	Bonavista Bay (W.) ...	562 65	.....	.....	562 65
6	Bonavista Bay (S.) ...	420 53	.....	280 00	140 53
7	Trinity Bay (E.) ...	247 73	.....	20 00	227 73
8	Trinity Bay (N.) ...	887 44	.....	228 88	658 56
9	Trinity Bay (W.) ...	946 64	.....	35 88	910 76
10	Trinity Bay (S.) ...	149 86	\$137 40	.....	287 26
11	Bay-de-Verds	111 46	.....	.....	111 46
12	Carbonear	252 00	.....	.....	252 00
13	Harbor Grace	1298 64	.....	120 00	1178 64
14	Bay Roberts	631 71	.....	233 83	397 88
15	Port-de-Grave	478 92	.....	110 00	368 92
16	Brigus	451 19	.....	320 00	131 19

TABLE C.—(Continued.)

**Distribution of the \$40,000, according to Population,
and settlement of Property, according to the Act.—
Church of England Boards.**

No.	Educational District.	Share of \$40,000.	To receive from Metho- dist Board.	To pay to Methodist Board.	Money to be drawn.
17	St. John's	2175 96			
18	Ferryland	46 15	.....	.....	\$46 15
19	Placentia Bay	360 26	.....	.....	360 26
20	Burin	224 00	.....	.....	224 00
21	Lamaline	189 60	.....	.....	189 60
22	Grand Bank	21 86	.....	.....	21 86
23	Harbor Briton	1170 90	.....	.....	1170 90
24	Burgeo	534 65	.....	.....	534 65
25	La Poile	589 59			

TABLE C.

Distribution of the \$40,000, according to Population, and settlement of Property, according to the Act.—Methodist Boards.

No.	Educational District.	Share of \$40,000.	To receive from Church of England Board.	To pay to Church of England Board.	Money to be drawn.
1	Moreton's Harbor ...	\$778 91			
2	Twillingate	485 06	\$526 71		\$1011 77
3	Fogo	354 93	341 05		695 98
4	Bonavista Bay (N.) ...	374 39	97 28		471 67
5	Bonavista Bay (W.) ...	131 46	.....		131 46
6	Bonavista Bay (S.) ...	437 04	280 00		717 04
7	Trinity Bay (E.)... ..	341 59	20 00		361 59
8	Trinity Bay (N.)... ..	348 00	228 88		576 88
9	Trinity Bay (W.) ...	105 06	35 88		140 94
10	Trinity Bay (S.)... ..	714 12	.....	\$137 40	576 72
11	Bay-de-Verds	1057 04	.....		1057 04
12	Carbonear	964 78	.....		964 78
13	Harbor Grace	304 00	120 00		424 00
14	Bay Roberts	126 66	233 83		360 49
15	Port-de-Grave	94 40	110 00		204 40
16	Brigus	576 25	320 00		896 25

TABLE C.—(Continued.)

**Distribution of the \$40,000, according to Population,
and settlement of Property, according to the Act.—
Methodist Boards.**

No.	Educational District.	Share of \$40,000.	To receive from Church of England Board.	To pay to Church of England Board.	Money to be drawn.
17	St. John's	\$802 38	.....	\$11 68	\$790 70
18	Placentia Bay	63 73	.....	.....	63 73
19	Burin	449 60	.....	.....	449 60
20	Lamaline	1 07	.....	.....	1 07
21	Grand Bank	442 12	.....	.....	442 12
22	Harbor Briton	2 40	.....	.....	2 40
23	Burgeo... ..	1 60	.....	.....	1 60
24	LaPoile	193 33			

Rules and Regulations respecting the expenditure of the sum of \$40,000, granted by the Legislature for School Houses and Property, recommended by the Church of England and Wesleyan Inspectors, and approved of by the Governor in Council,

1.—That the above amount shall be expended only in discharging the appraised or agreed upon value of School premises payable to the minority, and for suitable School grounds, buildings, repairs, furniture, or apparatus; and each Educational Board shall be required to render to the Government a complete return, with necessary vouchers of the expenditure of its proportion of the said amount, on or before Dec. 31st, 1876, or such other time thereafter as may be directed.

2.—That sums payable by Boards as compensation for School premises, shall be deducted from their share by population of said \$40,000, and shall be paid at once by the Receiver General to the order of the Chairmen of Boards entitled to receive the same; that one half of amounts otherwise due Boards from \$40,000 shall be paid in like manner at once by the Receiver General to their Chairmen, respectively, who shall furnish the Government with all needful explanations respecting the expenditure of the same; and that the other half of amounts due Boards from \$40,000 shall be reserved in the hands of the Receiver General for future expenditure, and paid from time to time as may be authorized by the Government.

3.—That Boards receiving a transfer of premises from any other Board or purchasing property, shall be held responsible for seeing that the parties making the transfer or sale, have full legal authority so to do.

4.—CAPACITY OF SCHOOL HOUSE.—That wherever a new School is required to be erected by a Board in any settlement, it shall provide accommodation for at least one quarter of the whole population of its denomination in such settlement, giving to each child seven square feet of area, or at least 150 cubic feet of air.

5.—CLOAK ROOM.—That a porch or room with hooks or pegs, regularly numbered, shall be provided for each School, and wherever the building will permit, there shall be two such rooms,—one for the use of the boys, and other for the use of the girls.

6.—VENTILATION.—It shall be required that every School shall be duly ventilated, and where no better means are provided for this purpose, the windows shall be so constructed as to be opened from the top and the bottom.

7.—OUT-HOUSES.—It shall be required that separate and commodious out-houses be provided and kept in a cleanly condition for the use of scholars of different sexes.

8.—SCHOOL SITE AND GROUNDS.—That the School-houses shall be built in dry, healthy, central situations, and wherever possible, with a southern aspect; and that wherever practicable, they shall be provided with ample school grounds suitably fenced.

9.—There shall be a platform in each School with desk and chair for the Teacher, and desks shall be furnished for the scholars, to accommodate not more than four each, with seats having backs, and these so graduated in height as to suit children of different ages.

10.—That each School shall be furnished with ample black boards and maps.

11.—That plans in accordance with the above conditions, shall be furnished to Boards making application for them through the Inspectors.

Rules for the appointment and supervision of Pupil Teachers, under the Methodist Boards, approved of by the Governor in Council.

1.—That all Candidates recommended by the Educational Boards, for the situation of Pupil Teacher, shall be required to appear before a Board of Examiners appointed by the Government for each denomination, who shall examine them in the subjects of the annexed Schedule A; and if approved, shall recommend them to the Government to be regularly indentured according to Schedule B.

2.—That the course of training may extend over two or three years, as the Board of Examiners shall determine: provided that nothing shall preclude the said Board from granting a Certificate of the Third Class, if the Pupil Teacher be found qualified to obtain it, after one year.

3.—That the Pupil Teachers shall be required to pass a half yearly examination before the Board, in subjects described in Schedule A, and that the Masters of the Schools in which they are being trained, shall submit a half-yearly report of their general progress and conduct; and should the examination of any Pupil Teacher, or the Master's report, prove unsatisfactory, such Pupil Teacher shall be admonished or dismissed, as the Board may determine.

4.—That in the case of Female Pupil Teachers the amount allowed for Training shall be one-third less than that allowed for Males.

5.—That the Board of Examiners shall be empowered to grant Certificates of qualification of the 1st, 2nd, or 3rd class, to any Teacher or Candidate. In the case of Pupil Teachers, the examination shall be held in St. John's, while that of Teachers already employed, shall be held at such time and place in the presence of the Inspector, as the Board shall determine.

of the ... and ... of the ...

Year	Month	Day	Time	Place	Remarks
1891	Jan	1	10:00	St. Paul	...
1891	Jan	2	10:00	St. Paul	...
1891	Jan	3	10:00	St. Paul	...
1891	Jan	4	10:00	St. Paul	...
1891	Jan	5	10:00	St. Paul	...
1891	Jan	6	10:00	St. Paul	...
1891	Jan	7	10:00	St. Paul	...
1891	Jan	8	10:00	St. Paul	...
1891	Jan	9	10:00	St. Paul	...
1891	Jan	10	10:00	St. Paul	...
1891	Jan	11	10:00	St. Paul	...
1891	Jan	12	10:00	St. Paul	...
1891	Jan	13	10:00	St. Paul	...
1891	Jan	14	10:00	St. Paul	...
1891	Jan	15	10:00	St. Paul	...
1891	Jan	16	10:00	St. Paul	...
1891	Jan	17	10:00	St. Paul	...
1891	Jan	18	10:00	St. Paul	...
1891	Jan	19	10:00	St. Paul	...
1891	Jan	20	10:00	St. Paul	...
1891	Jan	21	10:00	St. Paul	...
1891	Jan	22	10:00	St. Paul	...
1891	Jan	23	10:00	St. Paul	...
1891	Jan	24	10:00	St. Paul	...
1891	Jan	25	10:00	St. Paul	...
1891	Jan	26	10:00	St. Paul	...
1891	Jan	27	10:00	St. Paul	...
1891	Jan	28	10:00	St. Paul	...
1891	Jan	29	10:00	St. Paul	...
1891	Jan	30	10:00	St. Paul	...
1891	Jan	31	10:00	St. Paul	...

SCHEDULES.

Year	Month	Day	Time	Place	Remarks
1891	Jan	1	10:00	St. Paul	...
1891	Jan	2	10:00	St. Paul	...
1891	Jan	3	10:00	St. Paul	...
1891	Jan	4	10:00	St. Paul	...
1891	Jan	5	10:00	St. Paul	...
1891	Jan	6	10:00	St. Paul	...
1891	Jan	7	10:00	St. Paul	...
1891	Jan	8	10:00	St. Paul	...
1891	Jan	9	10:00	St. Paul	...
1891	Jan	10	10:00	St. Paul	...
1891	Jan	11	10:00	St. Paul	...
1891	Jan	12	10:00	St. Paul	...
1891	Jan	13	10:00	St. Paul	...
1891	Jan	14	10:00	St. Paul	...
1891	Jan	15	10:00	St. Paul	...
1891	Jan	16	10:00	St. Paul	...
1891	Jan	17	10:00	St. Paul	...
1891	Jan	18	10:00	St. Paul	...
1891	Jan	19	10:00	St. Paul	...
1891	Jan	20	10:00	St. Paul	...
1891	Jan	21	10:00	St. Paul	...
1891	Jan	22	10:00	St. Paul	...
1891	Jan	23	10:00	St. Paul	...
1891	Jan	24	10:00	St. Paul	...
1891	Jan	25	10:00	St. Paul	...
1891	Jan	26	10:00	St. Paul	...
1891	Jan	27	10:00	St. Paul	...
1891	Jan	28	10:00	St. Paul	...
1891	Jan	29	10:00	St. Paul	...
1891	Jan	30	10:00	St. Paul	...
1891	Jan	31	10:00	St. Paul	...

SCHEDULE A.

Syllabus of Subjects for

	Health.	Character and Conduct.	Religious Instruction.	Reading.	Writing.
For admission.	A certificate of good health from a Physician, Clergyman or Magistrate.	Certificate of good character from the Chairman of Nominating Board.	No. 1 Catechism, and an outline of Old and New Testament History.	To read a paragraph from a Standard Book with moderate ease and expression.	To write in a neat hand with correct spelling and punctuation; a short paragraph from a First Class School Book slowly dictated.
First year.	Certificate from the Master that the health of the Pupil Teacher continues good.		No. 2 Catechism, Historical parts of Old Testament to the end of Joshua and Gospel of St. Matthew.	To read with fluency, ease and expression, and be able to recite 30 lines from any Standard poet.	To write from dictation in a neat hand, with correct spelling, a passage of simple prose.
Second year.	Same as above.		No. 2 Catechism, Judges I & II Samuel, Gospels of St. Luke and St. John.	To read with improved articulation & expression, and recite 40 consecutive lines.	To write from memory the substance of a passage of simple prose.
Third year.	Same as above.		No. 3 Catechism, I & II Kings, Review of Gospels and the Acts of the Apostles.	To read as above, and recite sixty consecutive lines of poetry.	To write as above and be able to produce an original composition on some subject given by the Inspector.

Training Pupil Teachers.

Arithmetic, &c.	Grammar.	Geography.	History.	Teaching.
To work a Sum in any of the Compound Rules.	To point out the parts of speech in a simple sentence.	To have an Elementary knowledge of Geography including definitions.	As far as the Norman Conquest.	
To work a Sum in Practice, Simple Proportion, Bills of Parcels, with some knowledge of mental Arithmetic.	The noun, verb, and adjective, with their relations in a simple sentence.	The Western Hemisphere, particularly the British Colonies; Maps to be drawn.	From A.D. 1066, to Henry VII, outlines of.	To teach a class to the satisfaction of the Inspector.
To work a Sum in Interest, Compound Proportion, Vulgar Fractions, with an increased knowledge of mental Arithmetic.	The pronoun, adverb, and preposition, with their relations, in a sentence.	The Eastern Hemisphere, particularly the British Isles.	From Henry VII to A. D. 1820, outlines of.	As above.
Decimal Fractions, including Decimal Coinage of N. F. Algebra, as far as Simple Equations, Euclid Book 1.	The analysis of sentences.	Newfoundland and the Dominion of Canada.	From A.D. 1820 to present date with review.	As above.

N. B.—Music where suitable means of instruction exist.

SCHEDULE B.

This Agreement made at St. John's, in the Island of Newfoundland, this _____ day of _____ in the year of Our Lord One Thousand Eight Hundred and _____ between _____ as Inspector of _____ Schools aforesaid of the first part _____ of _____ of the second part, and of _____ of the third part.

Witnesseth, that for the considerations hereinafter mentioned, the said parties of the second and third parts, jointly and severally covenant with the said party of the first part, that the said party of the second part shall become a Pupil Teacher, in order to receive a special course of instruction in the business of teaching in the _____ Academy (or School) in St. John's, and shall continue as such Pupil Teacher for a term of one, two, or three years, or such portion thereof as shall be determined by the Board of Examiners appointed by the Governor in Council, to examine Pupil Teachers semi-annually, and to grant Certificates of first, second or third class to candidates, according to their merits respectively.

Secondly, that the said party of the second part shall, during the aforesaid term, diligently apply himself to all the studies appointed him, and further observe all the regulations that are or may be adopted in connection with the said

Academy or School for the government and training of Pupil Teachers.

Thirdly, that the said party of the second part shall immediately upon the completion of the aforesaid term of training, serve as Teacher in a public school of the denomination by which he has been nominated as a Pupil Teacher for a period of at least three years; or if his course of training shall have extended beyond two years, serve as Teacher one and a half times as long as the term of training.

And the said _____ as Inspector of _____ Schools on behalf of the Government, covenants with the said party of the second part: firstly, that there shall be paid quarterly,

during the said term, towards the maintenance and training of the said party of the second part, as such Pupil Teacher, the sum of _____ in accordance with the provisions of the law in existence for the time being relative to Pupil Teachers.

Secondly, that all needful training shall be furnished the said party of the second part during his Pupil Teachership at the ordinary rate of charges for tuition in the Academy or School.

And the said _____ of the *third part* hereby covenant with the said _____ Inspector of _____ Schools aforesaid, and his successors in office, that in case of a breach in this contract by the said party of the second part in any matter or thing whatsoever, or in case of the said party of the second part not conforming to the rules made for the Government and Training of Pupil Teachers, or being dismissed by the Board of Examiners, to pay to the said _____ as Inspector, or his successors in office, the sum of \$400 as liquidated damages.

In witness whereof the said parties have hereunto subscribed and set their Hands and Seals, at St. John's, aforesaid, the day and year first above written.

Signed, Sealed, and Delivered, }
 in presence of }

TABLE E.

Proposed Standards for

Subjects.		Reading.	Writing.	Arithmetic.	Grammar.	
First Grade.	Second Grade.	Stand- ard.				
		I.	To read in Monosyllables.	To print letters or figures on slates.		
		II.	To read a paragraph from an Elementary Book.	To transcribe correctly a sentence on slates.	Simple addition and subtraction of numbers, and multiplication tables to 6 times 12.	
		III.	To read with intelligence a short paragraph from a more advanced Class Book.	To write on slates from dictation a sentence correctly and neatly, and in copy books, small hand, capitals and figures.	To work a sum in any of the compound rules.	To point out nouns in a passage read.
		IV.	To read with expression a passage in poetry or prose selected by the Inspector.	To write from dictation a passage from an advanced school book, copy books to show improvement.	Practice, Bills of Parcels and Simple Proportion.	To point out nouns, verbs, and adjectives and tell their relations in a sentence.
	Third Grade.	V.	To read with fluency and expression, and recite 20 lines of poetry.	To write from memory the substance of a story read out twice, spelling, grammar and bad writing to be considered.	Proportion and Vulgar Fractions.	Parsing of simple sentences.

the Grading of Schools.

Geography.	History.	Navigation.	Average attendance to qualify for Grading.			REMARKS.
						<p>1.—It will be seen by reference to this Table that in Grade II, scholars are required to pass in Standard IV, and in all Standards of Grade III, and those in Grade I, in all the Standards in the Table.</p>
Elementary.			15	30	45	<p>2.—The Inspectors hope to elevate the Standards as Education advances in the Colony.</p>
Western Hemisphere, particularly Newfoundland.	Introductory.					<p>N. B.—The subjects prescribed in the Table will be regarded as essentials. Schools in which singing, drawing, drill and higher branches are taught will receive honorable mention.</p>
Eastern Hemisphere, particularly the British Isles.	Outlines of English History.	Two thirds of those in average attendance will be required to pass in each standard to qualify for any grade.				

Rules for the Government of Schools under Boards, recommended by the Inspectors, and sanctioned by the Governor in Council.

1.—All Schools shall be opened and closed with prayer and singing according to a form provided by the Board.

2.—Half an hour shall be devoted daily to the reading of the Scriptures in the authorised version, immediately after the opening of the School in the morning.

3.—“No teacher shall impart to any Children attending School any religious instruction which may be objected to by the parent or guardian of such child.”—Consol. Stat., c. 74, s. 11.

4.—Registers of admission and of daily attendance, approved of by the Governor in Council, shall be kept in every School and duly marked by the teacher both morning and afternoon. A diary or log-book, in which the teacher shall briefly enter the chief events of the day in relation to the School, is recommended as of considerable utility.

5.—Returns of admittance, attendance, fees, etc., shall be made to the Chairman of each Board at the end of each quarter by every teacher, according to a form provided for that purpose, and no teacher shall be entitled to his quarter's salary until he has complied with this requirement.

6.—Every School shall be kept five days in each week (Saturday being a holiday) during the following hours, viz.: from 9 A. M. to 12 A. M., and from 1.30 P. M. to 4 P. M., from April 1st to October 1st; and from 9.30 A. M. to 3 P. M., with an interval of half an hour, from 12.30 P. M. to 1 P. M., from October 1st to April 1st.

N. B.—The School hours may be otherwise distributed if local circumstances require.

7.—The work of the School shall proceed each day according to Time Tables approved of by the Board.

N. B.—Forms of Time Tables are annexed as suggesting what, with some changes, may be best for adoption.

8.—There shall be five weeks' holidays in the course of the year, viz.: three weeks at midsummer and two at Christmas; but the Board may arrange otherwise so as to give the whole of the holidays in summer where it is deemed desirable so to do. Ash Wednesday, Good Friday, Monday and Tuesday in Easter Week, Ascension Day, Monday and Tuesday in Whitsun Week, the Queen's Birth Day, and Public Thanksgiving Day shall also be reckoned holidays. For Methodists Schools,—Good Friday, Monday and Tuesday in Easter Week, the Queen's Birth Day, and Public Thanksgiving Day shall also be reckoned holidays.

9.—Payment of School fees shall be made half-yearly—according to Education Act—strictly in advance:—

Each child learning to read.....	2s. 6d. per year.	
“ write and cipher.....	5s. 0d.	“
“ higher branches.....	7s. 6d.	“
“ navigation.....	17s. 6d.	“

And the Board will require the observance of the Law—“ That if the fees be not paid to the master, he may recover the same by action in a summary manner before a Justice of the Peace, either in his own name or in the name of the Board: Provided that nothing shall prevent the Board remitting fees or a part thereof to such persons as are or may be unable to pay the same.”

10.—All teachers shall be regularly engaged according to the form annexed, and a notice, in writing, of three months shall be deemed necessary when the Board shall no longer require the services of a teacher, or when a teacher desires to resign his or her situation. But any teacher found guilty of immorality may be summarily dismissed by the Board without such notice.

11.—Each scholar shall be not less than four years of age, and shall attend school regularly and punctually, and shall be required to be clean and decently clad.

12.—Uniform text books, approved of by the Governor in Council, shall be adopted by the Board, for use in the several Schools under its direction.

13.—Pens, ink and pencils, shall be furnished by the Board to the children in each School; but the parents or guardians of the children shall provide books, slates, copy books, &c.

N. B.—This regulation shall not prevent the Board from supplying the children of indigent parents or orphans with the above, free of charge.

14.—Parents or guardians shall be required to provide fuel, and meet necessary incidental expenses for cleaning.

15.—The Board shall either collectively or in part visit each School under its jurisdiction every quarter; but where any Board School is held at a distance from the residence of the Chairman or members of the Board, the Board may nominate any one or more persons residing near the School to visit and superintend the same each quarter, subject to the order of the Board.—Consol. Stat., c. 74, s. 12.

16.—It shall be the duty of the Board to inform the inhabitants of the district that “no grant shall be made for school houses unless the inhabitants of the locality, requiring the same, shall contribute an equal amount in money or in kind for that purpose.”—Con. Stat., c. 74, s. 16.

17.—The teacher shall be required to read aloud these rules at least once a quarter in the presence of the pupils immediately after morning prayers.

REMARKS ON TIME TABLES.

1.—The Time Tables should be written out by the Teacher and mounted on a piece of board or card board, or placed in a frame, and hung where it can be easily seen. It should represent the exact working of the School.

2.—Forms 2 and 3 are constructed for the work of the Summer months, but may be easily adapted to that of the Winter months, either by subtracting a few minutes from each period or by taking away half an hour from the least important periods. Form 1 is constructed for the Winter months, but may be adapted to the Summer months by the introduction of an additional lesson or new subject, or by extending for a few minutes the principal periods.

3.—If additional subjects require to be introduced, this can be easily done according to Form 2.

4.—Care should be taken that the Religious Instruction should be imparted with due reverence. The Teacher's manner and voice should show that he is engaged in a serious work, the character and importance of which distinguish it from other occupations. It is recommended that the subjects chosen from the Old Testament be the lives of noteworthy men, and those from the New Testament be from the Gospels and Acts of the Apostles.

5.—Apart from the advantage arising from the cultivation of a taste for music, the teacher will find the interest of his classes better sustained by the frequent introduction of singing and drill.

6.—In any variation found necessary in these Forms it is strongly recommended that great prominence be given to reading as being the channel through which knowledge is largely acquired.

7.—In Forms 2 and 3, the first and second Classes may profitably read two or three times a week from works on English History.

Time Table No. 1, for School with Two Classes.

9.30—10.55.

Singing and Prayer	10 minutes.
Religious Instruction, } Catechism Friday, }	20 "
Calling Register	5 "
Reading I Class } Spelling II Class, }	20 "
Singing and Exercise	10 "
Arithmetic I, } Number II, }	20 "

Recess—10 minutes.

11.5—12.30.

Singing and Exercise	5 minutes.
Writing Copy Books I, } Slates II, }	20 "
Reading II, } Spelling I, }	20 "
Reading I, } Spelling II, }	20 "
Object Lesson	15 "
Singing.....	5 "

Dinner Time.

1.0—3.0.

Singing and calling Register	10 minutes.
Reading II, Spelling I.....	20
Reading I, Spelling II.....	20
Arithmetic I, Number II	20
Recess	7
Singing	3
Reading II, Spelling I.....	20
Geography—Monday, Tuesday, Friday, Catechism, Wednesday, Tables, Thursday, }	..... 15 ,
Closing	5

In varying this Form care should be taken not to make the several periods too long.

Object Lessons may profitably, and without much difficulty, be occasionally introduced on Animals, Plants, Metals, &c., &c., form, color.

Time Table No. 2, for a School of Three Classes—

TIME.	MONDAY.			TUESDAY.			WEDNESDAY.			THURSDAY.			FRIDAY.			Girls.
	I.	II.	III.	I.	II.	III.	I.	II.	III.	I.	II.	III.	I.	II.	III.	
9 00.. 9 10	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Sewing, Knitting or Netting every afternoon for Girls when not in Classes.
9 10.. 9 40	2a	2a	2a	2b	2b	2b	2a	2a	2a	2b	2b	2b	2bc	2bc	2bc	
9 40.. 10 10	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
10 10.. 10 18	Calling Register and Singing.															
10 18.. 10 40	4	5a		4	5a		4	5a		4	5a		4	5a		
10 40.. 11 00	5	5a	4	5	5a	4	5	5a	4	5	5a	4	5	5a	4	
11 00.. 11 10	Recess.															
11 10.. 11 40	4	5b	12	4	5b	12	4	5b	12	4	5b	12	4	5b	12	
11 40.. 11 58	6a	6a	5b	6a	6a	5b	6a	6a	5b	6a	6a	5b	6a	6a	5b	
11 58.. 12 00	Close with Singing.															
	Dinner.															
1 30.. 1 38	Calling Register and Singing.															
1 38.. 2 10	6	6	12	6	6	12	6	6	12	6	6	12	6	6	12	
2 10.. 2 40	12	5	4	12	5	4	12	5	4	12	5	4	12	5	4	
2 40.. 2 50	Recess.															
2 50.. 3 20	3	12	5a	7	12	5a	8	12	5a	7	12	5a	8	12	5a	
3 20.. 3 45	5b	4	4*	9	7	4*	2c	2c	2c	9	7	4*	5b	4	4*	
3 45.. 3 55	6b	6b	6b	6b	6b	6b	6b	6b	6b	6b	6b	6b	6b	6b	6b	
3 55.. 4 00	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	

* A Monitor here. In other cases a Monitor may be introduced with advantage.

Master or Mistress and one occasional Monitor.

				Time allowed for each Subject per week.		
				I.	II.	III.
1.—Singing and prayer	.....	.....	.....	1 30	1 30	1 30
2.—Religious Knowledge	.....	.....	.....	2 55	2 55	2 55
<i>a</i> Old Testament	.....	.....	.....	1 00	1 00	1 00
<i>b</i> New Testament	.....	.....	.....	1 15	1 15	1 15
<i>c</i> Catechism	.....	.....	.....	0 40	0 40	0 40
3.—Home Lessons	.....	.....	.....	2 30	2 30	2 30
4.—Reading and Spelling	.....	.....	.....	2 30	2 40	5 50
5.—Writing on Copy Books	.....	.....	.....	3 30	2 30	
<i>a</i> On Slates	.....	.....	.....		1 40	4 20
<i>b</i> Transcribing or Dictation	.....	.....	.....	0 50	2 30	1 30
6.—Arithmetic, Slates or Black Board	.....	.....	.....	2 40	2 40	
<i>a</i> Mental	.....	.....	.....	1 30	1 30	
<i>b</i> Tables	.....	.....	.....	0 50	0 50	0 50
7.—Geography	.....	.....	.....	1 00	1 00	
8.—Grammar	.....	.....	.....	1 30		
9.—English History	.....	.....	.....	0 50		
10.—Navigation	.....	.....	.....
11.—Singing and Manual Exercises—See Remarks	.....	.....	.....
12.—Preparing Lessons	.....	.....	.....	2 30	2 30	
13.—Sewing, Knitting, &c., for girls	.....	.....	.....
14.—Calling Register	.....	.....	.....	0 60	0 60	0 60

Time Table, No. 3, for School of Four

				CLASS.	
Singing and Prayer.				9.0	9.10
Religious Instruction—Catechism on Friday.				9	10
Home Lessons.				40	10
Calling Register and Singing.				10	10
Reading with Monitor.	Arithmetic—mental Monday and Wednesday.	Arithmetic—mental Monday and Wednesday.	Writing Copy Books.	18	10
Recess.				45	10
Writing on Slates.	Reading with Monitor.	Writing Copy Books.	Reading.	55	11
Arithmetic.	Writing Copy Books.	Reading with Monitor.	Arithmetic—mental Monday and Wednesday.	25	11
Dismissal.				55	12

MORNING.

Classes—Master and One Monitor.

Singing and Calling Register.				1.30...1	AFTERNOON.
Reading.	Arithmetic.	Grammar, Monday, Wednesday and Friday. Geography, Tuesday and Thursday.		40...2	
Arithmetic.	Writing Dictation.	Dictation.	Arithmetic.	10...2	
Recess.				45...2	
Writing Transcription.	Reading.	Arithmetic.	Dictation.	55...3	
Monday, Music. Tuesday and Thursday, Spelling. Wednesday, Catechism. Friday, Tables.		Tuesday and Thursday, Navigation. Wed- nesday Catechism. Friday, Tables. Monday, Music.		25...3	
Dismissal, Singing and Prayer.				55...4	
Sewing, Knitting or Netting for Girls when not in classes.				GIRLS.	

Form of Engagement of Teacher.

This Agreement made this _____ day of _____, A. D. One Thousand Eight Hundred and Seventy-_____, between
Chairman of the _____ Board of Education, at _____ and

Witnesseth that the said _____ agrees to serve the said Chairman and Board as Teacher of _____ School under the said Board, according to all the Rules, Regulations and Bye Laws now in existence, or which may hereafter be adopted by the said Board, in relation to its Teachers, and the Government of its Schools, and further diligently to apply himself to all the duties of Teacher aforesaid; and in consideration of such services being well and faithfully performed to the satisfaction of the said Board, the said Chairman agrees, on behalf of the said Board, to pay to the said _____ the annual salary of £ _____ by equal quarterly payments on the _____ day of _____, on the _____ day of _____, on the _____ day of _____, and on the _____ day of _____, so long as he shall continue as such Teacher in such School.

And further it is hereby agreed between the said parties to these presents that this Agreement shall be subject to termination in accordance with Rules, Regulations and Bye-Laws of the said Board.

In witness whereof the said parties to these presents have hereunto set their Hands and Seals, on the day and year hereinbefore mentioned.

A. B., *Teacher.*
C. D., *Chairman.*

Signed, Sealed and Delivered in the presence of

F. G., } *Witness.*

No. 51.**Report upon the Inspection of Roman Catholic Schools,
for the year 1875.**

REMARKS UPON INSPECTION.

I visited during my inspection this year 90 of the Roman Catholic Schools. I found 80 of these in operation. Of the remaining 10, there were 3 closed in consequence of the Teacher's taking their vacation, two from the illness of the Teachers, two from the Teacher's resigning, and three were closed by the Chairman.

About 60 of these Schools might fairly be said to be working satisfactorily. The failure of the remaining 20 is probably fully as much due to the indifference and neglect of the parents of the children attending these schools, as to the neglect or incapacity of the Teachers. As the latter cause of failure however, is frequently pleaded by the parents, in excuse for their own neglect, it certainly becomes the more necessary on the part of the several Chairmen to see that the parents have as little just cause to complain of on this head as possible.

SUPPLY OF BOOKS.

This is a subject to which I have frequently called the attention of the Chairmen of the several Boards. I feel bound, however, on the present occasion, to again refer to it. While I am happy to say that some Chairmen continue not only to purchase the necessary books for their Schools, but also to see that they are supplied with them, there is, I am sorry to say, in some Districts a falling off in these matters; and the partial and insufficient supply in the remaining Districts, of which I have had reason to complain, has in no way been improved.

A constant cause of complaint on the part of many of the Chairmen is the difficulty they experience in getting the parents to purchase the necessary books for their children. I believe this to be in many cases true; but I think if my repeated suggestions on this point were more generally carried

out, there would be probably less grounds for this complaint than there is at present.

I have repeatedly urged the desirability of limiting the books the children should purchase to those they would be necessitated to take home with them, and furnishing the Schools with the others, and thus making them the property of the Schools in the same way as the desks, forms and maps are at present. The books the Schools should be furnished with would be reading and cyphering books, and these, once supplied, would last for many years, as they would be in the hands of the pupils for only a small portion of the day, and the Teacher should be held responsible for their safe-keeping, the School-room of course being furnished with a proper receptacle to keep these books in.

As this course would confine the books to be purchased for the pupils to a few in number, and low in price, it might be made more obligatory on the parents to purchase them. Of course where the parents can afford to purchase all the books needed, and would wish to do so, no objection could possibly be raised to their doing so. *But this should never interfere with the full supply of books to be kept in the School.*

In my first Report, (1858), I counseled the adoption of the very course I am now suggesting. In my remarks on this subject, I said:—

“I do not think that it would be necessary for the pupils to purchase any books except those they would be compelled to bring home with them for the purpose of learning tasks out of them, and that the reading, arithmetical and mathematical books might be retained as the property of the School; and as these books would only be in the hands of the pupils during School hours, they would last for a number of years.

“This would limit the expenses on the part of the parents in providing their children with books, to a small amount.”

And now, after the experience of 17 years, I am the more fully convinced of the desirability of adopting this course, as I think it would materially add to the efficiency of our Schools. I have found, as a rule, that in examining reading classes, es-

pecially the more advanced, where the books used would be comparatively high in price, that not more than a half, and sometimes a third, would be provided with books, the other pupils being unable to purchase them. Of course the books are handed from one to the other to enable the entire class to read, but the progress likely to be made by pupils so circumstanced in this branch of education, must necessarily be very small.

VACATIONS.

As will be seen by my Report, three of the Schools I visited were closed in consequence of the Teacher's taking upon themselves the privilege of selecting the time to take their vacation. This is a proceeding that should never be permitted. A certain time of the summer should be appointed by the Boards for that purpose, and then all the schools in the District should close and re-open at the one time. Each Board might select the time that would be considered the most convenient for their Teacher's to take their summer vacation, which would always, of course, be about mid-summer. It would be necessary, however, that the Inspector should be informed as to the time and duration of the vacation in each District, so that he might so regulate his visitations that he would always be sure of seeing the schools in operation.

INCREASED GRANT.

Having been kindly furnished by the Financial Secretary with a detailed statement of the "Distribution of Catholic Education Monies, per Consolidated Statutes and 37th Vic., according to the Census of 1874," I took an early opportunity of supplying the Chairmen of the several Districts with an account of the Educational Grant they were now entitled to receive, specifying the General and Commercial Grants, as well as the Grant for the purchase of Books, &c.

There has been a change made by the present Financial Secretary with respect to the Grant for the purchase of Books. It is now paid quarterly, same as the other Educational Grants. This is a great improvement on the former mode which necessitated an application at the Financial Secretary's Office, before a warrant would issue, and the consequence has been that some

of the Chairmen have not drawn the amount they were entitled to for some years. In fact, I was surprised to find the number of Chairmen that were under the impression that the Grant was not an annual one, in consequence of not receiving it with the other School monies.

The increased Grant that is now at the disposal of the Roman Catholic Boards, will be used, I trust, to the full amount if possible each year, in promoting and extending Education in their several Districts, and not allow large balances to accumulate to be carried over from one year to the other.

There are some Districts where the hands of the Chairmen have been completely tied up from enterprising anything, beyond some small repairs, in consequence of their funds being almost exhausted in the payment of their Teachers. In these Districts the increased Grant will be a welcome boon indeed.

Where the funds will admit—and this I presume will be the case now in many Districts—the desirability of furnishing at least the principal Schools with Maps, will not, I trust, be lost sight of.

STATISTICS.

No. of School Returns furnished.	No. Pupils on Books.	Average daily attendance.	Reading.		Writing.			Cyphering.		Geography.	Grammar.	Mathematics.
			As far as easy lessons.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary rules.	Advanced rules.			
109	5529	3021	4271	1258	1477	1752	564	1956	635	630	546	61

These figures show a decrease, with one exception, on all these items as compared with those furnished last year. But then the number of School Returns furnished this year is less than those of the previous year by seven. If these seven had been supplied, the figures of last year would be fully sustained if not exceeded.

The exception referred to is in Mathematics which shows an increase of 2.

The relative ages of the 5,529 Registered Pupils are, 1,484 under 7 years of age ; 2,787 between 7 and 12 ; and 1,258 over 12. The boys number 3,393, and the girls 2,136.

The fees collected this year amount to £133 17 11, being an increase on last year's fees of £14 18 6, with a less number of School Returns furnished.

I have been furnished by the Teachers of 96 Schools with the number of days their Schools were in operation. The figures given by the Teachers would show an average of 242 days for each School. The largest number of days that any School was open was 290, and the smallest 130 during the past year.

In presenting my Report, I cannot help expressing my regret that so large a number of School and Financial Returns have not been furnished this year.

M. J. KELLY,
R. C. I. Schools.

REPORT.

DISTRICT OF FOGO.

The school at Tilton Harbor I found working very satisfactorily. The Register showed the attendance for the past two years to be very regular, the average being over 60. The children were well supplied with books, and a large stock was in the hands of the Teacher.

The children present were very young, the eldest not more than 10 or 11 years, yet their spelling, reading and writing were very good. In geography, grammar, and writing from dictation, they also acquitted themselves very fairly. Present 42, a large number being absent from sickness.

There were 25 children attending the Joe Batt's Arm School, and for their ages they were fairly advanced; their spelling, reading and writing, &c., were very good for so young children. The present Teacher appears to be performing her work faithfully. School fairly supplied with books.

The present site of the School-house is objected to by some of the inhabitants in consequence of the distance their children have to travel to attend it; but the difficulty would be to find a site that would not be fairly open to that objection on the part of some portion of the inhabitants. It would need two schools to meet the difficulty, but the Board may not think itself justified in establishing a second school, in view of the claims of other localities.

The School-house at Fogo requires some repairs, especially with respect to the roof, which is much too low. These improvements the Chairman intends shortly to carry out. There appears to be no change in the school since last reported. The attendance is small and the school elementary.

DISTRICTS OF BONA VISTA AND TRINITY.

The School at Catalina I found in charge of a male Teacher, who appeared to be discharging his duties very faithfully.

The attendance has improved very much since he has taken charge. The house is in good repair, and the room well supplied with desks and forms, but the supply of books was very poor, and those the children had were so dissimilar that it necessitated the formation of a larger number of classes than would otherwise be needed. Under these disadvantages the children acquitted themselves very fairly in spelling and reading. Their writing was very good.

The Ragged Harbor and Bonavista Schools were closed in consequence of the Teachers taking their vacation at that early season of the year, (June). As I intend calling the attention of the Chairmen of the several Boards to this matter of vacations in another part of my Report, I need not make any further remarks at present.

The attendance to the Commercial School at King's Cove for the past year was not so good as it should have been. Present 26; first class absent. A second and third class spelled and read correctly, and in cyphering, tables, &c., were also fairly proficient. The writing did not show so favorably, in consequence of the absent and more advanced pupils being allowed to take their copy books home, a practice that I have frequently condemned. The School is well supplied with books, but needs to be furnished with maps.

The School at Knight's Cove continues to be well conducted and also fairly attended. Present 27. Spelling, reading, tables, &c., good. Boys and girls of 13 or 14 years cyphering as far as barter and fellowship. School well supplied with books. Roof of house requires taring.

The attendance to the School at St. Croix is very irregular. Those I found attending were fairly advanced in cyphering, the spelling, reading and tables being fair. The writing was very good, and I was sorry to see—as on my former visit—so many of the children writing on slates who were quite capable of writing on paper but had no copy-books. The house needs painting and the funnel of the stove requires to be secured so as to prevent a recurrence of the danger of the house being burned from the roof taking fire, which it did last year; this being, I believe, the third time of such an occurrence.

The School at Red Cliff Island has not improved since last reported. The children are very backward, and the attendance very poor—the average for the year being only 12. The house requires painting, and the roof taring.

The Plate Cove and Trinity Schools were closed. The former in consequence of the Teacher having resigned, and the latter from the Teacher taking his vacation at the time I visited that settlement.

The School at Hayward's Cove, Cotterell's Island, was not visited, but I received from the Teacher, whom I met at King's Cove, the necessary statistics. The School-house is a new erection and at that time not quite completed. There are 40 children on the Register, of whom 25 attend daily, 8 are writing on paper and 20 cyphering in elementary rules.

DISTRICT OF BAY-DE-VERD.

The Commercial School at Bay-de-Verd was closed in consequence of the death of a near relative of the Teacher. I was enabled to visit the School-room and examine the Register, copy and entering books. The former showed a very good attendance for the past year. From the two latter I saw that a fair per centage of the pupils were cyphering in advanced rules, and that the writing in general was a fair average. The house requires some repairs.

There is a very small attendance to the School at Low Point, the number on Register being but 11. All of these however attend daily, and they appeared to be receiving a careful tuition. The writing was very good for children so young; their spelling and reading being fair. The house needs repairing, and the room badly requires to have a stove supplied.

I found only a few small children attending School at Job's Cove. In fact the attendance during the entire summer is always very small. Children poorly supplied with books, and teacher stated he could not get the parents to provide them with these necessaries. Only two copies to exhibit of the absent pupils, cyphering in practice the most advanced. The house needs painting and the roof taring.

The School-house at Northern Bay is in very good repair. The attendance, especially during the summer, is very poor. Poorly supplied with books. Teacher made some complaint with respect to this want as given in former School—present 15—spelling, reading and writing fair—deficient in tables. The School at Western Bay was closed in consequence of the illness of the Teacher.

DISTRICT OF CARBONEAR.

There were but 9 pupils attending the Broad Cove School. A female had temporary charge during the portion of the summer, permitted the Teacher for the purpose of fishing. Very little seemed to be doing.

The attendance to the Crocker's Cove School is pretty good and regular. Present, 32; cyphering in elementary rules; writing fair; spelling, reading and tables very poor.

The examination of the pupils I found attending Mr. Mackey's School, Carbonear, was quite satisfactory. The very large number of copy and entering books, so carefully kept and always ready for inspection, is not only creditable to Mr. Mackey, but is also a practice, that if more generally followed, would be a very great advantage to the Inspector in helping him to form a correct opinion of the character of a school, in the absence probably, of a large number of the advanced pupils.

The writing, in general, showed a progressive, and I might add, a rapid improvement. Pronunciation appeared to be carefully attended to in the reading classes, and, in the more advanced, style and expression, were also inculcated. Present 52, which happened to be on that day much less than the usual daily attendance at the time of my inspection. The average for the year is 65.

The inspection of the School, South-side, took place much earlier in the season than the forementioned School, and when the attendance was small only 30 being present who were all in elementary rules. The writing in the copies produced was certainly very indifferent. Absent pupils said to be cyphering in barter and other advanced rules, but there were no entering books to show.

DISTRICT OF HARBOR GRACE.

There does not appear to be any change in the Musquito School, as to attendance or attainments, since last reported. A fair per centage of pupils are writing on paper and cyphering in advanced rules.

The St. Patrick's School is now working very satisfactorily under the management of Mr. Scully, who, while in charge of the Commercial School, River Head, proved himself a successful Teacher. I regret that my visit to the School was a somewhat hurried one, and did not permit of my seeing the entire working of the School. I was glad to find, however, the attendance so good. The copy and entering were satisfactory.

The Commercial School, River Head, was inspected early in the season, and at that time the attendance was small, and chiefly young children. Some of whom, however, spelled and read fairly. I was unable to see the writing of the absent pupils in consequence of their being permitted to take their copy-books home with them when leaving for the fishery.

The two small Schools at River Head, conducted by females, have a daily attendance of 35, and are giving, I am satisfied, a fair return for the small amount paid to the Teachers.

The School at Feather Point, and the Upper Island Cove School, seem to be performing their functions with a moderate degree of success.

DISTRICT OF BRIGUS.

The School at Bay Roberts fully sustains its good character. The 41 children present at inspection acquitted themselves in the classes examined in the same creditable manner that has always characterized the inspections of this School.

The School at Northern Gut, has in no particular changed since last reported. The children I found attending were for their ages fairly instructed. There were none of the pupils writing on paper, solely from the want of copy-books; their writing on slates was very fair; present 15.

The attendance to the Gould's road School is irregular. This is caused chiefly from the fact of its being placed among a rural population, where some of the pupils reside a considerable distance from the School. Those whose attendance was at all regular were fairly instructed and advanced. Three of the pupils had gone through the entire course of arithmetic; present 13.

The Cupids School did not show the improvements I expected from the tuition of its present Teacher. The more advanced pupils I am aware were absent at the fishery, but there was very little to show for them in the way of copy or entering books; present 17, chiefly very young children.

The pupils at present attending the Brigus School are for the most part very young. They were for their ages fairly advanced; present 20.

The results obtained at the Turk's Gut School the past year are of the same moderately successful character, as stated in previous reports of this School. The entering and copy-books, were as usual, well kept; cyphering as far as proportion; present 14.

DISTRICT OF HARBOR MAIN.

The School at Colliers has a poor attendance, with the exception of about 3 months of the 12, when the attendance is very good. The progress making is very moderate.

The Conception Harbor School has a much better attendance and also shows more satisfactory results. A fair per centage of the pupils were well advanced, and acquitted themselves fairly in class. The School-house has been very much improved. The School is also well provided with all the needed requisites.

There is no improvement in the Salmon Cove School. In fact I have found on my two last inspections a lessening of the attendance and a very considerable lowering of the attainments of the pupils attending. At present it is quite inoperative as a School.

The Harbor Main School appears to be working fairly. A fair per centage of pupils are cyphering in advanced rules, and the spelling, reading and writing was moderately good.

The School, North side of Holyrood, seems to be fairly conducted. The children though not far advanced were fairly instructed, and their writing was very good for young children.

The School at Holyrood is still below what it ought to be, with respect to attendance and attainments.

The School, South side of Holyrood, appears to be well conducted. The pupils were evidently receiving a careful tuition, and were making good progress. The attendance also is very good.

The Chapel's Cove and Bacon Cove Schools are also working very fairly.

DISTRICT OF ST. JOHN'S.

The children I found attending the Portugal Cove School were very young, and were merely spelling. The writing of the absent pupils was tolerably good; cyphering as far as barter. Attendance during summer very regular. Teacher complained of the great deficiency of books. Present, 30.

I found a larger attendance (17) at the Coady's Well School than on my two previous visits. The school is still very elementary. Room requires a stove.

The progress that I expected to be made in the Torbay School, from the tuition of its present Teacher, has not taken place, certainly not to the extent that I anticipated. Cyphering as far as Proportion; writing, pretty good; spelling and reading, not satisfactory; tables, fair; present, 31; first class said to be absent.

There were 26 children attending the Flat Rock School, who seemed to be making a very moderate progress. Spelling and tables, fair; reading, very indifferent; writing, in general, poor; a few pupils well advanced in arithmetic. School-house needs very much to be repaired, and a stove supplied to the school-room.

The School at Pouch Cove appears to be well conducted. A large number of pupils writing on paper; writing, in gene-

ral, good; copy and entering books well kept; cyphering as far as barter; spelling and tables, very good; reading, moderately so. Present 30.

The attendance to the Bally Haly School has improved, the daily average being about 45. This increase has taken place since the present Teacher has taken charge. Pupils cyphering in elementary rules, those writing being all beginners. The first and second class spelled and read fairly. Teacher stated that the children were very backward when she took charge.

In the Quidi Vidi School 33 pupils were present, which was less than the daily average. The School continues to merit the favorable report given of it on previous inspections.

There is no alteration in the two Schools at the Orphan Asylum since last year's report. The attendance is still small, the largest daily attendance in the Upper School for any month the past year being 48.

The attendance to the School, River-head, has been very good the past year. Present 55, which was less than the average. A large number writing on paper and cyphering; a fair per centage in advanced rules; entering and copy books, well kept; tables, spelling, reading, grammar, geography, quite satisfactory.

I found only 12 attending the Brookfield School, and the Register showed a very small attendance for the past 12 months, caused chiefly—the Teacher stated—by the prevalence of sickness among the children of that neighbourhood. The few copy and entering books shown of the absent pupils were scarcely an average success. Teacher complained of the very poor supply of books.

I called twice at the Kilbride School, but it was closed on both occasions.

The 20 children present at the Gould's School were all very young. Their tuition, however, must have been carefully attended to, as they read and spelled very correctly, and their writing was also very good; cyphering, as far as Practice; poorly supplied with books.

The Petty Harbor School seems to be well conducted. A large number writing on paper and cyphering in advanced rules, some having gone through the entire course; writing, in general, good; pupils acquitted themselves very fairly in the classes examined. School requires to be furnished with maps.

The girl's School was closed in consequence of the illness of the Teacher.

DISTRICT OF BAY BULLS.

The boy's School at Bay Bulls is at present very well conducted, and secures a good attendance. Discipline and classification appeared to be well attended to. There were five classes of reading, in which branch the pupils evinced a careful tuition. Their writing, spelling, grammar, geography and book-keeping being also very satisfactory.

The female School was also working satisfactorily. This school has had the advantage of good Teachers those years back, and I always found the pupils generally well instructed. The examination showed that it still sustained its good character.

Of the 20 present at the Witless Bay School, only 3 were capable of reading, which they did very indifferently, spelling and tables being also poor. Teacher stated, as he did on former visits, that the older and more advanced pupils were absent. There were, however, but few copies to show for them, and no entering books whatever.

The Mobile School has not changed in character since last reported. It is still elementary. The 17 pupils I found attending were very young and only commencing to spell. The writing of the absent pupils was pretty good. The house needs some repairs.

The School at Toad's Cove seems to have fallen back since last reported; 18 of the 21 I found attending were in the alphabet and words of one syllable, and 8 were without any books whatever. The writing in the few copies shown of the absent pupils was tolerably good, and their sums were also correctly entered.

The Caplin Cove School appears to be making better progress. The Teacher, an old man, seems desirous of doing his best. The spelling, reading, tables and writing of pupils, were moderately good. Book-keeping, and the elements of grammar and geography, were also taught; present, 25. The house requires painting and repairing, and the roof taring.

DISTRICT OF FERRYLAND.

The School at Brigus I found in charge of a Miss Grace, under whose management it had been placed a short time previous to my visit. The number of pupils attending was far larger than at any of my former visits, and they were evidently advancing under the painstaking tuition of their Teacher. Miss Grace is not only thoroughly competent to have charge of a School, but appears also to have that much needed qualification of earnestness in the discharge of her duties; present 37. A supply of books needed.

The boy's School at Cape Broyle continues to be fairly conducted. The examination was satisfactory, with the exception of writing. There were very few copies exhibited for inspection, and the writing in those was very poor. Some pieces were recited by the elder pupils.

The Female School was closed as the results of the late Teachers' tuition were not considered satisfactory. The Chairman intends to secure as soon as he can the services of a more competent Teacher.

The School at Caplin Bay seems to be giving a fair return for the very small sum the Board can afford for its support. The children I found attending, though not more than from 8 to 10 years of age, were fairly advanced and their writing was very creditable.

The attendance to the Commercial School at Ferryland is small, and the attainments low for such a School; spelling and reading fair; geography, grammar and writing very poor; present 17.

The School at Aquafort was closed in consequence of the illness of the Teacher.

DISTRICT OF FERMEUSE.

The School at Fermeuse is quite elementary, though probably making a fair return for the small amount expended in its support, (£16). The spelling and reading were poor, but the writing was very fair for such young children. Present 25.

The School-house at Kingsman's Cove has been much improved, and the room supplied with desks and forms since last reported; fair progress seemed to be making. The spelling, reading and writing, &c., of the pupils were tolerably good.

The School-house at South Side of Renew's is not quite completed, and the funnel of the stove needs to be better secured. The 30 children present were all very young, but appeared to be receiving a careful tuition, as their spelling, reading and writing were very good for children of their age.

There did not appear to be much doing in the boy's School, North Side of Renew's. The few children I found attending were not farther advanced than spelling. A female had temporary charge of it until the services of a competent male Teacher could be secured.

In the female School the 25 girls assembled were, for their ages, fairly instructed in elementary branches, and their writing was tolerably good.

The Chairmen of these two last reported Districts have been very much hampered in their School operations in consequence of the smallness of their Grant. The whole amount is expended, or nearly so, in Teachers' Salaries when all their Schools are in operation, leaving nothing for the erection or improvement of School-houses so much needed. The average amount of the Salaries paid to their Female Teachers is also much below that of any other District, being not more than £17 in the District of Ferryland, and not quite £15 in the District of Fermeuse.

The increased Grant, however, to which they are now entitled—a detailed statement of which I furnished both these

Rev'd gentlemen—will enable them, I trust, to alter all these matters for the better.

DISTRICT OF TREPASSEY.

The Teacher of the School at Daniel's Point had resigned her position a short time previous to my visit. I had the pupils assembled for examination, and for young children they certainly acquitted themselves most creditably in the several classes, but more especially in grammar. The Teacher must have discharged her duties very faithfully. School-house not quite finished.

The Teacher of the other School at Trepassey left in the Steamer by which I arrived there, so I was compelled to have the pupils of this School also assembled, and 40 attended. I regret to say, the examination on this occasion was not at all satisfactory. The pupils were deficient in every thing they were learning. Long division the most advanced in cyphering. The writing in a few of the copies was very good.

There are only 11 registered pupils at the Portugal Cove School, all of whom, however, attend daily. The School is quite elementary. Two writing on paper and cyphering in elementary rules. School-house not quite completed.

DISTRICT OF ST. MARY'S.

The School-house at Holyrood is in a miserable state of repair, not fit to have a school held in it. The children were also very poorly supplied with books, &c. Under these disadvantages the pupils acquitted themselves very fairly. Present, 17.

The School at Gasker's continues to be well conducted. The copy books showed a progressive improvement in the writing and spelling; reading and tables were also very good. The room needs a second flooring. The supply of books is also deficient; present 22.

There is very little alteration in the St. Mary's School since last reported. The attendance continues to be small and the attainments low.

The School at River-head has a good attendance, and good progress seems to be making. Spelling, reading, tables, and writing were very good. The house requires a porch and the room a second flooring. A supply of books needed. Present 30.

The two Schools at Salmonier were not visited.

DISTRICT OF GREAT PLACENTIA.

The examination of pupils at the Commercial School, Great Placentia, was quite satisfactory, though the absence of the first class was necessarily a disadvantage. Pupils appeared to be making fair progress in their studies. The attendance has decreased since last reported.

Some improvements have been effected in the School-room, North-east Arm. The School continues to be well conducted, and the progress making very creditable. The pupils spelled, read and wrote from dictation very correctly. Tables, cyphering, writing, geography and grammar being also good. The room is furnished with two maps—one of them was purchased by the pupils—and also well provided with books, &c.; present 35.

The School-house, South-east Arm, is still unfinished, and the room needs to be furnished with desks and forms. Pupils well supplied with books; good progress making. Spelling, reading, tables and writing from dictation very good. Writing and grammar fair; present 30.

The School-room at Point Verd, has been enlarged, but is still unfinished. Pupils well supplied with books. The School continues to merit the good report given of it last year. The spelling, reading, tables and writing were particularly good for young children. Fair knowledge of grammar and geography, writing from dictation very correct; present 37.

I was unable to proceed farther west than Little Placentia in my visitation this year. I found a very small attendance in the School at that settlement, on my visiting it, but the Register showed that the usual attendance was much better.

The character of the School is in no way altered since last year's report of it.

The Female School was not in operation.

Catechism is taught in all the Schools, and the pupils were generally well instructed in it.

Knowing the desirability of having the Schools always supplied with Registers, I had a hundred printed, and distributed the past year.

Return of Roman Catholic Board

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Fortune Harbor	Miss Carrol... ..	25	0	0	.....	
Ditto (Female)	Miss Maher... ..	25	0	0	0	9	6
Tilt Cove... ..	Miss Doyle ... ..	.....			4	0	0
Fogo	James Shea	25	0	0	0	5	0
Joe Batt's Arm	Miss O'Connor	23	0	0	2	8	0
Tilton Harbor	Joseph Cahill	45	0	0	12	3	4
Bonavista	Miss Gould... ..	25	0	0	0	17	6
Catalina	John Moore	40	0	0	5	0	0
Ragged Harbor	Miss Lyons... ..	23	0	0	4	0	0
St. Croix	Philip Matthews... ..	25	0	0	0	6	6
Red Cliff Island	Miss McGrath	20	0	0	.....	
Plate Cove	Not in operation.						
Hayward's Cove	Miss Ryan	20	0	0	0	15	0
Knight's Cove... ..	Michael Flynn	20	0	0	3	18	8
Trinity	Patrick Eagan	30	0	0	1	15	0
Furk's Cove	Miss Carberry	20	0	0	.....	
Low Point	Miss Murphy	20	0	0	.....	
Job's Cove	Wm. Broderick	25	0	0	.....	

Schools, for the year 1875.

No. on Books.			Average daily attendance.	Age of Pupils.			Reading.		Writing.			Cypher-ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.		Under 7 years.	Between 7 & 12.	Over 12 years.	As far as Easy Lessons.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
9	6	15	15	6	7	2	11	4	1	6	2	1	.....	.....	.....	.....
.....	30	30	19	7	14	9	24	6	3	7	2	1	.....	.....	.....	.....
6	13	19	18	5	12	2	13	6	8	8	3	3	.....	5	4	.....
21	14	35	18	10	22	3	35	.....	15	9	...	17	.....	.....	.....	.....
28	30	58	38	7	37	14	54	4	18	13	4	5	1	4	4	.....
61	48	109	64	20	59	30	59	50	28	66	33	29	13	27	27	.....
12	18	30	20	11	9	10	20	10	7	9	3	11	3	4	4	.....
61	39	100	35	40	45	15	70	30	25	25	10	25	14	2	1	1
21	23	44	28	12	14	18	24	20	18	11	7	17	.....	4	.....	.....
25	82	57	23	21	27	9	48	9	10	14	3	16	4	.....	.....	.....
20	15	35	12	17	14	4	35	.....	6	9	...	8	4	.....	.....	.....
20	20	40	25	10	15	15	40	.....	10	8	...	15	5	.....	.....	.....
16	35	51	20	10	30	11	39	12	9	19	8	16	8	2	2	.....
17	14	31	13	6	17	8	23	8	9	12	...	17	4	.....	.....	.....
9	12	21	13	8	7	6	17	4	4	7	...	11	4	.....	.....	.....
6	5	11	11	5	2	4	11	.....	3	7	...	6	2	.....	.....	.....
17	22	39	20	8	23	8	27	12	5	10	...	8	2	.....	.....	.....

Return of Roman Catholic Board

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Northern Bay... ..	Joseph Collins	30	0	0	0	15	0
Western Bay	Richard Fitzgerald	25	0	0	.....	
Broad Cove	John Molloy	25	0	0	.....	
Crocker's Cove	Miss Bransfield	25	0	0	0	7	6
Carbonear	Laurence Mackey	90	0	0	6	0	0
Do. (South Side	John O'Keefe	60	0	0	6	12	0
Musquito... ..	Miss Meaney	25	0	0	0	19	0
Harbor Grace	Michael Scully	60	0	0	6	0	0
Do. (River Head)	Miss Kelly	16	0	0	.....	
Do. (River Head)	Mrs. Stapleton	16	0	0	.....	
Feather Point... ..	Miss McCarthy	12	0	0	.....	
Upper Island Cove... ..	William Kilfoy	30	0	0	.....	
Spaniard's Bay	John Lynch	30	0	0	1	17	6
Bay Roberts	John Keefe... ..	30	0	0	4	0	0
Northern Gut... ..	Edward Kenny	30	0	0	.....	
Cupid's	Thomas Hennessey	20	0	0	.....	
Gould's Road	Patrick Haberlin	30	0	0	.....	
Brigus	Patrick Power	35	0	0	2	5	0

Schools, for the year 1875.

No. on Books.			Average daily attendance.	Age of Pupils.			Reading.		Writing.			Cypher- ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.		Under 7 years.	Between 7 & 12.	Over 12 years.	As far as Easy Lessons.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
32	31	63	21	10	35	18	47	16	22	19	22	32	7	5	4	.....
18	14	32	20	8	16	8	24	8	.....	8	.....	12	7	.....	.....	.....
35	24	59	26	15	30	14	48	11	11	28	.....	28	4	.....	.....	.....
22	30	52	24	10	31	11	41	11	12	11	.....	18	.....	.....	.....	.....
145	.....	145	65	25	80	40	100	45	30	80	25	50	35	35	19	6
110	.....	110	34	30	49	31	80	30	19	58	.....	48	19	35	7	10
13	22	35	19	11	20	4	26	9	10	17	.....	10	6	4	4	.....
120	.....	120	54	6	80	34	90	30	20	60	20	45	20	40	30	20
.....	22	22	15	6	12	4	18	4	8	6	.....	12	.....	.....	.....	.....
8	32	40	20	18	14	8	34	6	12	8	.....	14	.....	.....	.....	.....
11	6	17	15	5	10	2	14	3	5	3	.....	8	1	.....	3	.....
14	12	26	18	6	14	6	20	6	5	6	.....	10	4	.....	.....	.....
26	23	49	12	10	23	16	38	11	.....	16	2	5	3	2	2	.....
60	50	110	46	9	65	36	61	49	17	50	14	47	40	13	15	.....
23	17	40	23	12	25	3	30	10	15	.....	.....	2	3	.....	.....	.....
39	27	66	18	11	28	27	46	20	12	10	5	16	5	.....	1	.....
25	23	48	20	14	20	14	36	12	9	17	15	32	12	10	3	3
40	.....	40	23	10	24	6	26	14	10	16	14	17	5	4	9	1

Return of Roman Catholic Board

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Turk's Gut	Miss Kehoe... ..	20	0	0	.....	
Collier's	James Hearne	35	0	0	.....	
Bacon Cove	Miss Penny... ..	25	0	0	.....	
Salmon Cove	James Woodford	35	0	0	1	5	0
Conception Harbor	Wm. Kennedy	35	0	0	3	7	5
Harbor Main	Edward Murray... ..	50	0	0	1	10	0
Chapel's Cove... ..	Miss Sullivan	25	0	0	.....	
Holyrood... ..	Roger Kennedy	35	0	0	.....	
Do. (South Side)	Miss Joy	25	0	0	0	13	0
Do. (North Side)	Miss Cunningham	25	0	0	.....	
Killigrews	} No Returns.						
Topsail							
Topsail Road	Miss O'Neil... ..	25	0	0	.....	
Brookfield	John Hacket	35	0	0	0	15	0
Kilbride	Miss Keating	25	0	0	.....	
Gould's	Miss Barter... ..	25	0	0	.....	
Petty Harbor	Edward Norris	50	0	0	4	0	0
Black Head	Mrs. Dooling	25	0	0	.....	

Schools, for the year 1875.

No. on Books.			Average daily attendance.	Age of Pupils			Reading.		Writing.			Cyphering.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.		Under 7 years.	Between 7 & 12.	Over 12 years.	As far as Easy Lessons.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
28	22	50	20	14	27	9	36	14	11	14	7	18	1	3	4	.....
44	32	76	37	30	40	6	66	10	20	15	...	20	6	2	2	.....
18	13	31	17	8	18	5	27	4	16	1	...	4	.....	8	.....	.....
43	22	65	38	23	42	...	65	.....	17	11	...	21	5	.....	.....	.....
115	.....	115	70	60	40	15	90	25	70	35	15	75	25	20	20	2
70	.....	70	38	26	34	10	60	10	16	35	5	38	10	20	8	.....
40	30	70	26	42	24	4	60	10	12	10	4	16	8	6	2	.....
30	20	50	25	15	29	6	43	7	25	10	...	7	3	.....	.....	.....
30	34	64	48	14	39	11	59	5	20	12	12	11	4	12	12	.....
23	22	45	22	20	22	3	45	.....	15	12	...	18	1	2	2	.....
9	15	24	17	7	13	4	18	6	3	6	...	8	6	3	4	.....
25	21	46	15	14	21	11	31	15	8	18	...	10	6	5	5	.....
26	24	50	19	12	24	14	34	16	16	14	6	20	2	.....	4	.....
18	11	29	18	6	8	15	18	11	5	7	...	12	.....	.....	.....	.....
50	.....	50	29	12	20	18	30	20	10	20	8	22	16	8	8	3
18	19	37	23	10	15	12	27	10	.....	11	...	15	3	.....	.....	.....

Return of Roman Catholic Board

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Freshwater	Mrs. Norris... ..	23	0	0	.....	
Orphan Asylum	} No Returns.						
Do. (L. School)							
River Head	Thomas Foster	60	0	0	.....	
Freshwater Road	John Roche	40	0	0	2	10	0
Quidi Vidi	Miss Roche... ..	40	0	0	3	0	0
Bally Haly	Miss St. George... ..	25	0	0	.....	
Logy Bay	Miss King	25	0	0	.....	
Outer Cove	Richard Cuddihy	35	0	0	.....	
Torbay	John Grace... ..	30	0	0	3	0	0
Flat Rock	Anthony Phelan... ..	40	0	0	.....	
Pouch Cove	Richard Grace	30	0	0	4	0	0
Coady's Well	John Gladney	30	0	0	.....	
Portugal Cove... ..	Francis Grace	40	0	0	.....	
Belle Isle... ..	Wm. Harney	30	0	0	.....	
Bay Bulls	Gerald Whelan	50	0	0	5	0	0
Do. (Female)... ..	Miss Mallowney... ..	30	0	0	1	10	0
Witless Bay	James Shanahan	40	0	0	.....	

Schools, for the year 1875.

No. on Books.			Average daily attendance.	Age of Pupils.			Reading.		Writing.			Cyphering.		Geography.	Grammar.	Miscellaneous.
Male.	Female.	Total.		Under 7 years.	Between 7 & 12.	Over 12 years.	As far as Easy Lessons.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
12	11	23	17	10	11	2	16	7	7	6	...	8	3	.....	.....	.....
100	.....	100	70	20	60	20	80	20	15	40	10	23	20	15	15	5
23	20	43	18	14	19	10	32	11	.....	10	...	24	4	1	1	.....
29	50	79	46	21	39	19	48	31	27	21	14	37	12	.....	12	.....
27	27	54	34	12	23	19	31	23	25	15	10	30	8	10	10	.....
32	20	52	22	8	26	18	46	6	11	21	6	27	4	4	4	.....
20	16	36	20	5	26	5	26	10	5	15	.....	.....	5	.....	.....	.....
102	.....	102	38	28	50	24	80	22	28	44	...	50	4	6	.....	.....
52	23	75	29	15	22	38	60	15	19	23	...	30	3	.....	.....	.....
37	31	68	34	25	24	19	49	19	30	19	...	30	9	9	.....	.....
14	11	25	14	6	16	3	22	3	5	4	6	4	1	.....	.....	.....
29	30	59	25	31	28	...	42	17	25	21	...	47	9	4	4	.....
23	19	42	22	13	18	11	30	12	9	11	5	7	3	2	1	.....
66	.....	66	39	7	37	22	40	26	13	45	17	35	23	37	20	5
.....	49	49	32	15	19	15	32	17	10	25	10	18	7	20	20	.....
36	.....	36	26	16	8	12	29	7	9	11	...	10	5	.....	.....	.....

Return of Roman Catholic Board

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Mobile	Miss Coonan	25	0	0			
Caplin Cove	James Whelan	25	0	0			
Toad's Cove	Thomas Cunningham	30	0	0	0	4	0
Brigus (South)	Miss Grace	25	0	0			
Admiral's Cove	Closed.						
Caplin Bay	Miss Meaney	15	0	0			
Cape Broyle	Cornelius Hartery	35	0	0			
Do. (Female)	Miss Kelly	16	0	0			
Aquaforte	No Return.						
Kingsman's Cove	Miss Coady... ..	12	0	0			
Fermeuse	Miss Deacon	16	0	0	0	5	0
Renews	Miss Jackman	12	0	0			
Do. (Female) N. Side	Mrs. Johnson	20	0	0	1	0	0
Do. South Side... ..	Miss Slaney	12	0	0			
Broad Cove	} No Returns.						
Trepassey							
Portugal Cove... ..	Miss Nowlan	15	0	0			
Danial's Point	Closed.						

Schools, for the year 1875.

No. on Books.			Average daily attendance.	Age of Pupils.			Reading.		Writing.			Cypher- ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.		Under 7 years.	Between 7 & 12.	Over 12 years.	As far as Easy Lessons.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
18	21	39	25	20	19	...	36	8	12	9	...	11	2	.....	.....	.....
19	19	38	25	5	19	14	30	8	7	15	...	17	6	4	4	.....
30	30	60	40	8	32	20	60	.....	12	20	...	12	12	.....	.....	.....
20	22	42	40	7	27	8	35	7	6	6	...	12	2	5	5	.....
21	21	42	22	9	27	6	37	5	6	12	...	9	5	.....	.....	.....
45	.....	45	19	12	26	7	31	14	2	23	...	20	12	8	8	.....
.....	33	33	17	15	15	8	33	.....	7	5	...	6	.....	.....	.....	.....
20	38	58	35	12	31	15	52	6	15	6	...	13	.....	.....	.....	.....
39	.....	39	25	12	15	12	30	9	8	6	...	10	.....	.....	.....	.....
60	.....	60	35	20	15	25	60	.....	12	15	...	9	3	.....	.....	.....
.....	96	96	45	25	48	23	75	21	16	34	4	24	4	5	5	.....
20	25	45	30	13	32	...	41	4	19	14	...	8	4	.....	.....	.....
6	5	11	10	3	7	1	11	.....	6	2	...	4	.....	.....	.....	.....

Return of Roman Catholic Board

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Holyrood, St. Mary's	Miss Walsh... ..	22	0	0	.....	.....	.....
Gasker's	Miss Grace	20	0	0	.....	.....	.....
St. Mary's	Patrick Walsh	40	0	0	.....	.....	.....
Do. (River Head)	Miss Hogan	20	0	0	.....	.....	.....
Salmonier, (S. Side)	Miss O'Neil... ..	20	0	0	.....	.....	.....
Do. (N. Side)	Wm. McDonald	20	0	0	.....	.....	.....
Branch	Miss Collins	20	0	0	.....	.....	.....
Distress	Miss Flynn... ..	20	0	0	.....	.....	.....
Placentia, (N. E. Arm)... ..	Miss Collins	20	0	0	.....	.....	.....
Do. (S. E. Arm)	Miss Collins	20	0	0	.....	.....	.....
Point Verd	Miss Rielly	20	0	0	.....	.....	.....
Little Placentia	John Rielly... ..	32	18	0	.....	.....	.....
Fox Harbor	Miss Kennedy	25	0	0	.....	.....	.....
Barren Island... ..	} No Returns.						
Red Island							
Long Harbor	Miss Hartigan	25	0	0	.....	.....	.....
Ram's Island	Miss Freeman	25	0	0	.....	.....	.....
Presque	Miss Ryan	25	0	0	.....	.....	.....

Schools, for the year 1875.

No. on Books.			Average daily attendance.	Age of Pupils.			Reading.		Writing.			Cypher- ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.		Under 7 years.	Between 7 & 12.	Over 12 years.	As far as Easy Lessons.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
13	16	29	17	5	18	6	25	4	6	6	...	3	5	.....	.....	.....
14	19	33	18	8	15	10	25	8	18	9	6	10	.....	6	6	.....
26	.....	26	10	5	12	9	26	.....	3	4	3	6	1	.....	3	.....
23	13	36	32	7	14	15	28	8	20	8	10	16	.....	.....	.....	.....
20	22	42	33	10	22	10	34	8	10	14	8	18	.....	8	8	.....
40	33	73	60	7	57	9	58	15	11	6	7	15	1	9	9	.....
13	20	33	30	20	8	5	20	13	30	8	12	21	3	30	13	.....
16	16	32	25	11	14	7	23	9	8	8	...	14	.....	.....	6	.....
28	29	57	37	20	30	7	43	14	40	20	40	30	4	30	30	.....
26	26	52	24	20	26	6	42	10	26	26	25	34	.....	.....	12	.....
32	22	54	35	14	35	5	44	10	30	10	20	24	.....	10	10	.....
36	43	79	20	30	43	6	71	8	12	10	...	12	6	6	6	.....
30	20	50	35	12	28	10	40	10	16	2	...	22	8	.....	.....	.....
16	14	30	20	8	14	8	24	6	10	8	...	.....	.....	.....	.....	.....
20	16	36	25	8	18	10	26	10	12	8	6	10	3	5	5	.....
14	12	26	18	8	13	5	19	7	9	6	6	6	3	4	4	.....

Return of Roman Catholic Board

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Anne's Cove	No Return.						
Isle of Valen	Miss Brown	25	0	0			
Merasheen	No Return.						
Paradise	Stephen Power	30	0	0	2	1	0
Oliver's Cove	No Return.						
Oderin... ..	Edward Morris	35	0	0	15	0	0
St. Joseph's	Not in operation.						
Rushoon	Mrs. Monks	25	0	0	5	0	0
Little Harbor	Richard McGrath	5	0	0	3	0	0
Spanish Room	} No Returns.						
Beau Bois							
Marystown							
Fox Cove... ..	No Return.						
Burin	John Parsons	36	0	0			
Corbin	} No Returns.						
St. Lawrence							
Lawn							
Lamaline	Miss Fitzpatrick... ..	25	0	0			

Schools, for the year 1875.

No. on Books.			Average daily attendance.	Age of Pupils.			Reading.		Writing.			Cypher-ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.		Under 7 years.	Between 7 & 12.	Over 12 years.	As far as Easy Lessons.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
15	10	25	19	5	16	4	25	.....	14	1	3	5	.....	.....	.....	.....
27	26	53	25	12	28	13	43	10	9	16	...	12	9	.....	.....	.....
53	36	89	67	25	40	24	49	40	60	39	20	40	12	30	30	.....
16	21	37	35	12	19	6	37	.....	12	.....	.....	14	.....	.....	.....	.....
14	12	26	24	10	16	...	26	.....	15	.....	.....	13	.....	.....	.....	.....
40	.....	40	18	10	22	8	32	8	10	15	10	13	11	8	8	.....
19	17	36	30	16	13	7	24	12	10	16	...	18	2	5	3	.....

Return of Roman Catholic Board

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
Lamaline, Meadows	Miss Fitzpatrick... ..	22	0	0	2	18	0
Great Jarvis	} No Returns.						
Sagona							
English Harbor							
St. Jacques							

Schools, for the year 1875.

No. on Books.	Male.	Total.	Average daily attendance.			Age of Pupils.	Reading.	Writing.			Cypher- ing.	Geography.	Grammar.	Mathematics.		
	Female.		Under 7 years.	Between 7 & 12.	Over 12 years.			On Slates.	On Paper.	From Dictation.						
								As far as Easy Lessons.	With ease.	Elementary Rules.					Advanced Rules.	
17		30	20	10	15	5	21	9	6	7	7	10	1	4	4	4.....

Return of Roman Catholic Commercial

Locality.	Teachers' Names.	Amount of Teachers' Salaries.			Amount of Fees collected.		
		£	s.	d.	£	s.	d.
King's Cove	Thos. Hanrahan	60	0	0	2	0	0
Bay-de-Verd	William North	35	0	0	1	0	0
Harbor Grace... ..	Patrick Tobin	50	0	0	5	0	0
Ferryland	Michael Kelly	50	0	0	1	5	0
Great Placentia	Francis Kelly	50	0	0	.....	

Schools, for the year 1875.

No. on Books.			Average daily attendance.	Age of Pupils.			Reading.		Writing.			Cypher- ing.		Geography.	Grammar.	Mathematics.
Male.	Female.	Total.		Under 7 years.	Between 7 & 12.	Over 12 years.	As far as Easy Lessons.	With ease.	On Slates.	On Paper.	From Dictation.	Elementary Rules.	Advanced Rules.			
30	40	70	35	10	40	20	45	25	10	30	15	37	10	7	7	2
22	39	61	43	8	31	22	56	5	12	14	5	16	13	5	5	.....
80	.....	80	30	10	45	25	55	25	14	30	12	40	25	16	16	.....
81	.....	81	20	4	10	17	21	10	10	20	...	20	7	10	10	.....
75	.....	75	35	20	30	25	56	19	10	20	8	25	10	22	22	3

Return of Convent Schools,

Locality of Convent.	No. of Pupils on Books.	Average daily attendance.	Reading.	Writing.
St. John's ... ..	.....	300	340	325
Do. River Head	300	200	260	260
Do. Maggotty Cove... ..	.....	123	79	123
Torbay... ..	112	65	50	40
Harbor Main	136	89	100	90
Conception Harbor	180	80	99	80
Brigus	65	45	40	40
Witless Bay	136	90	70	70
Ferryland	No Return.			
Fermeuse	50	35	25	25
St. Mary's	90	40	30	36
Placentia	90	80	64	64
Burin	60	40	30	30
St. Lawrence	No Return.			
Harbor Briton	60	50	36	30

for the year 1875.

Cyphering.	Geography.	Grammar.	History.	Globes.	Drawing.	Needle Work.
225	250	230	240	40	40	340
260	240	240	240	.....	35	240
123	79	79	31	.....	.....	.....
40	30	30	.....	.....	.....	40
80	80	54	30	.....	.....	78
80	30	30	16	.....	.....	80
40	30	30	6	.....	.....	40
48	36	36	12	.....	.....	36
25	20	20	.....	.....	.....	20
34	30	30	.....	.....	.....	30
60	60	50	30	.....	.....	60
20	20	20	.....	.....	.....	12
30	36	25	5	.....	.....	30

the Returns of the Chairmen of the Education Boards.

Paid in Teachers' Salaries.	Building or repairing School-houses.	School Rents and Fuel.	School Requisites.	Purchase of Books and Stationery.	Paid Secretary of Board.	Over expenditure of Boards.	Balance on hand.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
283 0 0	21 19 6	.....	.....	5 0 0	.....	.....	5 1 6
146 1 5	.....	.....	.....	6 10 0	.....	13 0 0	.....
153 0 0	45 14 6	.....	.....	8 7 3	.....	.....	104 3 0
77 0 0	.....	.....	.....	.....	.....	.....	33 2 4
210 0 0	45 2 10	.....	9 0 0	13 0 0	.....	.....	53 1 0
290 19 0	41 9 6	.....	3 0 0	5 0 0	.....	.....	10 10 10
158 16 8	132 1 7	.....	.....	34 3 1	.....	.....	25 16 3
965 16 2	223 11 8	.....	31 14 3	9 10 3	42 10 0	338 5 7	.....
197 10 0	73 17 0	.....	.....	28 1 3	.....	.....	0 12 4
95 8 3	.....	.....	.....	.....	.....	.....	72 19 5
91 13 2	.....	.....	.....	.....	.....	28 0 3	.....

REMARKS.

- No. 3.—This is the third year that I have not been furnished with the Financial Statement from this District.
- “ 9.—This is the second year that I have failed to receive the Financial Statement from this District.
- “ 12.—The £60 6s. 8d., under the head of Grant for purchase of books, &c., includes the sum of £51 11s. 2d. received for books sold; £19 from Chairman of the Harbor Main Board, £3 3s. 0d. from sale of building materials not needed, and the Grant for purchase of books, £4 13s. 6d. The amount stated as received from the sale of books is by far the largest sum ever returned from any District, as received on that account.
- “ 17.—I was informed by the Secretary of the Board of this District, that no Financial Statement could be furnished, in the absence of the Chairman, Dr. Power, from the country.

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