

JOURNAL
OF THE
HOUSE OF ASSEMBLY
Of Newfoundland,

IN THE FOURTH SESSION OF THE TWENTIETH GENERAL ASSEMBLY.



Holden at Saint John's in the Eighth Year of the reign
of His Majesty, King Edward VII., A.D. 1908.

APPENDED TO WHICH ARE THE SESSIONAL PAPERS.

ST. JOHN'S, NEWFOUNDLAND :

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PROCLAMATION.

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

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

WHEREAS the General Assembly stands prorogued until Thursday, the Twenty-third day of May instant; and whereas I think fit to further prorogue the said General Assembly until THURSDAY, the FOURTH day of JULY next;

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

Given under my Hand and Seal, at the Government House, Saint John's,
this 21st day of May, A.D. 1907.

By His Excellency's Command,

ARTHUR MEWS,

Deputy Colonial Secretary.

PROCLAMATION.

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

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

WHEREAS the General Assembly stands prorogued until Thursday, the Fourth day of July instant ; and whereas I think fit to further prorogue the said General Assembly until THURSDAY, the FIFTEENTH day of AUGUST next ;

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

Given under my Hand and Seal, at the Government House, Saint John's,
this Second day of July, A. D. 1907.

By His Excellency's Command,

ARTHUR MEWS,

Deputy Colonial Secretary.



PROCLAMATION.

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

By His Excellency Sir WILLIAM MACGREGOR, Knight
Grand Cross of the Most Distinguished Order of Saint
Michael and Saint George, Companion of the Most Hon-
ourable Order of the Bath, Doctor of Medicine, Governor
and Commander-in-Chief in and over the Island of New-
foundland and its Dependencies.

WHEREAS the General Assembly stands prorogued until Thursday, the Fifteenth day of August instant ; and whereas I think fit to further prorogue the said General Assembly until THURSDAY, the TWENTY-SIXTH day of SEPTEMBER next ;

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

Given under my Hand and Seal, at the Government House, Saint John's,
this 13th day of August, A.D. 1907.

By His Excellency's Command,

R. BOND,
Colonial Secretary.

PROCLAMATION.

WM. MACGREGOR,
Governor,
[L S.]

By His Excellency Sir WILLIAM MACGREGOR, Knight
Grand Cross of the Most Distinguished Order of Saint
Michael and St. George, Companion of the Most Honour-
able Order of the Bath, Doctor of Medicine, Governor and
Commander-in-Chief in and over the Island of Newfound-
land and its Dependencies.

WHEREAS the General Assembly stands prorogued until Thursday, the Twenty-sixth day of September instant ; and whereas I think fit to further prorogue the said General Assembly until THURSDAY, the SEVENTH day of NOVEMBER next ;

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

Given under my Hand and Seal, at the Government House, St. John's,
this 19th day of September, A.D. 1907.

By His Excellency's Command,

R. BOND,
Colonial Secretary.



PROCLAMATION.

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

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

WHEREAS the General Assembly stands prorogued until Thursday, the Seventh day of November instant; and whereas I think fit to further prorogue the said General Assembly until THURSDAY, the NINETEENTH day of DECEMBER next:

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

Given under my Hand and Seal, at the Government House, St. John's, this 4th day of November, A.D. 1907.

By His Excellency's Command,

R. BOND,

Colonial Secretary.

PROCLAMATION.

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

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

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

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

Given under my Hand and Seal, at the Government House, St. John's, this 17th day of December, A D. 1907.

By His Excellency's Command,

R. BOND,
Colonial Secretary.

AND PROCEEDINGS

OF THE FOURTH SESSION

OF THE GENERAL ASSEMBLY OF NEW
JERSEY

Held at Trenton, January 12, 1887

JOURNAL.

JOURNAL AND PROCEEDINGS
OF THE FOURTH SESSION
OF THE
Twentieth General Assembly of New-
foundland.

THURSDAY, January 9th, 1908.

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

Mr. P. J. Summers, the newly-appointed Clerk Assistant, having taken the oath of office before Mr. Speaker, assumed his duties forthwith.

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

Accordingly Mr. Speaker and the House attended His Excellency the Governor in the Council Chamber, and, having returned to the Assembly Room,

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

Mr. President and Honorable Gentlemen of the Legislative Council :

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

“ I have convened the Legislature at an earlier period of the year than usual, as two very important questions affecting the Colony will presently necessitate the undivided attention of my Ministers, viz. : the Labrador Boundary Question, which it is agreed shall be referred to the Judicial Committee of the Privy Council, and the American Fishery Question, which is to come before the Hague Tribunal. I am glad to be assured that your coming together for the despatch of business at this date will not be inconvenient.

It gives me great pleasure to congratulate you on the condition of the Colony's trade and business. While in some localities there has been a shortage in our staple industry, statistics indicate that the present year's business has on the whole yielded satisfactory returns. Newfoundland during the past seven years has experienced a very large measure of prosperity. Within that period its trade has increased thirty-nine per cent. A gratifying result of this expansion of trade was

that the revenue, during that period and up to the close of the last fiscal year, exceeded current expenditure, and enabled my Ministers to largely reduce taxation; to create a Reserve Fund, which now amounts to one-half million dollars; to add a very considerable sum to the Vote for Education, and to enterprise extensive public works. It is a matter for sincere thankfulness that the financial stringency which at present prevails throughout the world is not likely to affect the material progress of this Colony, but in expressing the hope that the prosperity that has attended upon a wise administration of our public affairs may long continue, I would also give utterance to the further hope that thrift and economy may be practised by our people.

The severe gale of the 15th September last occasioned considerable damage to public and private property, and, I regret to say, loss of life. The latter called forth the very generous sympathy of our citizens, and my Ministers have anticipated the desire of the Legislature in making allocations that the circumstances appeared to warrant.

In April and May last a Conference was held at London between His Majesty's Government and the Prime Ministers of the self-governing Colonies of the Empire for the purpose of discussing questions affecting the Empire and the individual States thereof. The question in which this Colony was primarily interested was that arising out of the Treaty entered into between the Government of the United Kingdom and that of the United States of America, in the year 1818. My Prime Minister set forth the real grievances and anomalies that have proved so vexatious and embarrassing to our people. He suggested that all questions arising under the said Treaty be referred to the Hague Tribunal for arbitrament, and the three other Governments interested in the question—namely: the Government of Great Britain, the United States and the Dominion of Canada—have concurred in that suggestion. A working arrangement relative to the conduct of the winter fishery on the West Coast pending the decision of the Hague Tribunal was necessary. His Majesty's Government entered into a modus vivendi with the United States of America on the lines of the agreement of 1906, and passed an Order-in-Council conferring upon the Senior Naval Officer on this Station the power of carrying the same into effect. My Ministers strongly objected to this, it being in their opinion not only unnecessary, but at variance with the Constitution, and calculated to seriously injure the Colony's case before the Hague Tribunal. They declined to be consenting parties thereto, but adopted a course of action that has upheld the sovereignty of the laws of the Colony, and secured the harmonious conduct of the fishery.

During the past summer the parties to whom the Legislature granted a charter for the establishment of a Short Line Ocean Steam Service between Europe and America via Newfoundland, have carried out a survey for a line of railway between South West Arm, Green Bay, and Bonne Bay. A copy of the plan of survey and the report of the engineers engaged in the work will be laid before you. It affords me much gratification to learn that the Contractors purpose to undertake the work of grading that line next summer.

The present position of the pulp and paper enterprises in this Colony is most satisfactory. The Anglo-Newfoundland Development Company, during the past season, have had several hundred men engaged in the construction of a gigantic dam necessary to provide power for pulp and paper mills, sufficiently large to meet the requirements of their establishments in England, which are the largest and most modern in Great Britain. The principal buildings are in course of erection, and the town site at Grand Falls is being laid out with a proper regard for the health and comfort of the laborers. It is expected that the work will be in full operation next year. At the opening of the last session of the Legislature I intimated that my Ministers were in negotiation with other English capitalists for the establishment of another branch of this industry at Bishop's Falls, on the Exploits River. Since then these negotiations have culminated in inducing the Albert E. Reed Company, Limited, Pulp and Paper Manufacturers, of London, England, to establish a branch of their business at Bishop's Falls. Under the agreement which has been entered into, the works at Bishop's Falls are to be in operation about the same time as those at Grand Falls. We may confidently rely upon these enterprises proving of the greatest benefit to the people of this Island.

With a view to the further promotion of Agriculture, my Ministers have made arrangements to encourage the settlement of practical farmers on fertile lands in the interior of the island, and in order to stimulate our young men to engage in this honorable industry it is proposed to establish a model farm, where they may obtain instruction in its various branches.

My Ministers have had under consideration the question of establishing a free elementary school system throughout the Island, but after discussing the matter with the Superintendents of Education they have been led to conclude that the greatest boon that can be conferred upon the people in the outports is to strengthen the present poor districts' grant. The claim upon their attention, they are assured, lies not so much in the direction of free schools as in providing educational facilities in localities that are to-day without them. My Ministers will, therefore, invite you to increase the vote for the furtherance of education in the outports by the sum of \$11,000. This will make the grant available for the above purpose \$20,000 per annum.

The question of Old Age Pensions has been engaging the careful attention of my Ministers, and having obtained information from those countries that have adopted this beneficent legislation, and from those that are at present considering the same with a view to its adoption, they have deemed it desirable to bring into the further consideration of the subject several of our prominent financiers. I have therefore issued a Commission to those gentlemen who will report their conclusions to the House of Assembly. My Ministers are hopeful that the result of the deliberations of the Commission will be such as to assist them in perfecting a measure that shall make the lot of the unfortunate, the toiler and the aged better and happier without in any way weakening the stimulus to thrift and industry, or interfering with the productive efficiency of the community.

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

The Revenue for the past year has exceeded the Estimate. The public accounts for the past fiscal year and the Estimates for the coming year will be laid before you without delay.

Mr. President and Honorable Gentlemen of the Legislative Council :

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

The frequent occurrence of injury and loss of life to those engaged in connection with railways, mines and other industrial pursuits emphasizes the necessity for more stringent legislation than is at present upon the Statute Book. A measure for the better protection of those engaged in such pursuits will be submitted for your approval.

Among other measures to be submitted is a Bill for the further encouragement of shipbuilding in the Colony, and you will also be invited to make provision for largely increasing the vote in aid of orphanages, for the erection of lighthouses, and for harbor improvements.

In commending these matters to your thoughtful consideration, I pray that you may be Divinely guided to wise conclusions.

W. MACGREGOR.

Governor.

On motion of Dr. Lloyd, seconded by Mr. Lewis, it was

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

Ordered accordingly, and that committee consist of Dr. Lloyd, Messrs. Lewis, Clapp, Ellis and Blandford.

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

A Bill entitled " An Act respecting the Estates of Intestates " ;

A Bill entitled " An Act to amend the Companies' Act, 1899-1906 " ;

A Bill entitled " An Act to amend Chapter 145 of the Consolidated Statutes, entitled ' Of the Naturalization of Aliens. ' "

It was moved and seconded that, when the House rises, it adjourn until Tuesday, January 14th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

TUESDAY, January 14th, 1908.

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

Petitions were presented by—

Mr. Gushue (M.P.W.), from residents of Random, on subject of Ferry.

Mr. Gushue (M.P.W.), from residents of Catalina, on subject of Road.

Mr. Gushue (M.P.W.), from residents of Bay Bulls Arm, on subject of Road.

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

Pursuant to notice and on motion of Hon. the Premier, leave was granted for the introduction of the Bills, entitled

“An Act respecting the Estates of Intestates;”

“An Act to amend the Companies' Act, 1899-1906,” and

“Of the Naturalization of Aliens,” and they were read a first time and ordered to be read a second time on to-morrow.

Pursuant to the Order of the Day, Dr. Lloyd, Chairman of the Select Committee on the Address in Reply, presented the report of the said Committee with draft address.

The said Address was read by the Clerk and is as follows:—

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

“MAY IT PLEASE YOUR EXCELLENCY,—

“We, the Commons of Newfoundland, in Legislative Session assembled, beg leave to thank Your Excellency for the gracious Speech which Your Excellency has addressed to both Houses of the Legislature.”

And it was moved and seconded that it be adopted, which motion being put was carried, and it was ordered that it be engrossed and presented to His Excellency by the whole House on a day to be named.

Sir E. P. Morris gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries for a copy of Office Rules and Regulations, if any, governing the use of the public wharf at Brigus, Conception Bay, and

showing particularly the schedule of scale of fees charged on goods and merchandise landed on or from the said wharf. Also the arrangement, if any, that exists between the caretaker of the wharf and the Government, showing the salary or fees paid him and the mode of payment.

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. the Premier—

1. If any report has been made by the Government Engineer upon the water supply at Bonavista; and if so, to lay on the table of the House a copy of same;

2. If the Government intend, during the present session, to recommend to this House a vote for the completion of the breakwater at Bonavista.

Hon. Minister of Marine and Fisheries gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the law relating to the encouragement of shipbuilding and the classification and inspection of ships.

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

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

Statement of Customs revenue collected in the colony during the year ended 30th June, 1907;

Statement of the Imports and Exports of the colony for the year ended 30th June, 1907;

A comparative statement of goods, wares and merchandise imported into the colony during the years ended 30th June, 1906, and 30th June, 1907, showing increase and decrease for the year 1906-1907;

A comparative statement of revenue received at each of the outports for the year 1905-06 and 1906-07;

A comparative statement of Light Dues, showing collection at each outport for the years 1905-06 and 1906-07;

A Return of the Bank Fishery for the year 1907;

A statement showing the revenue collected on goods, wares and merchandise imported through the Post Office;

Statement showing the movements of shipping during the year ended 30th June, 1907;

An abstract of shipping for the year ended 31st December, 1907.

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

The House then adjourned accordingly.

WEDNESDAY, January 15th, 1908.

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

Petitions were presented by:—

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

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

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

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

Pursuant to notice, and on motion of Hon. the Minister of Marine and Fisheries, leave was granted for the introduction of a Bill to amend the law relating to the Encouragement of Shipbuilding and the Classification and Inspection of Ships.

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

Pursuant to the Order of the Day, and on motion of Hon. the Acting Minister of Justice, the Bill entitled, "An Act respecting the Estates of Intestates," was read a second time and ordered to be referred to Committee of the Whole on to-morrow.

Pursuant to Order, and on motion of Hon. the Acting Minister of Justice, the Bill entitled, "An Act to amend the Companies' Act, 1899-1906," was read a second time and ordered to be referred to Committee of the Whole on to-morrow.

Pursuant to Order, and on motion of Hon. the Acting Minister of Justice, the Bill entitled "An Act to amend Chapter 145 of the Consolidated Statutes.

1892, entitled "Of the Naturalization of Aliens," was read a second time and ordered to be referred to Committee of the Whole on to-morrow.

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. the Colonial Secretary for a detailed statement

(1) Of all amounts paid during the year 1907 for school inspection, including all amounts paid to Inspector, Assistant Inspector and all other persons, and

(2) Of all amounts paid for printing School Reports during 1906 and 1907.

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. the Premier

(1) To lay on the table of the House a copy of the claim of the Reid-Newfoundland Co., which has been the subject of legal proceedings in the Supreme Court during the past year.

(2) What steps have been taken to date with regard to the arbitration of said claim.

(3) If any further claim has been made by Sir Robert G. Reid or by the Reid-Newfoundland Co;

(4) If so, to lay on the table of the House a copy of such claim or claims.

Sir E. P. Morris gave notice that he would, on to-morrow, ask the Minister of Agriculture and Mines if any report has been made by the director of the coal boring operations of 1907, and if so, if he will lay a copy of the same on the table of the House.

Sir E. P. Morris gave notice that he would, on to-morrow, ask the Right Hon. the Premier to lay on the table of the House the names of the gentlemen who constitute the Commission at present engaged on the subject of enquiry into Old Age Pensions.

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

Mr. Speaker informed the House that he had appointed the following gentlemen to be the Library Committee for the year 1908:—Mr. Gear, Dr. Lloyd, Messrs. Chaplin, Ellis and Clapp.

Right Hon. the Premier gave notice that he would, on to-morrow, ask leave to move the House into Committee of the Whole to consider Resolutions on the subject of Education.

Mr. Speaker informed the House that His Excellency the Governor would

receive the House, with the Address of Thanks, on to-morrow, Thursday, at a quarter to twelve o'clock in the forenoon.

It was moved and seconded that when the House rises it adjourn until to-morrow, Thursday, January 16th, at half-past eleven in the forenoon, and it was so ordered.

The House then adjourned accordingly.

THURSDAY, January 16th, 1908.

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

Right Hon. the Premier laid on the table of the House the Imperial Blue Book containing further correspondence relating to the Newfoundland Fishery Question.

Hon. Minister of Finance and Customs, by command of His Excellency the Governor, laid upon the table of the House the Estimates of Customs, Contingencies, Agriculture and Mines, Roads, Bridges and Ferries, Marine and Fisheries, Lighthouses, Blockhouses, &c., and Additional Estimates for the year 1908-9.

Mr. Speaker informed the House that, in accordance with the intimation received yesterday, His Excellency the Governor would receive the Address of Thanks at a quarter to twelve o'clock to-day.

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

“ Mr. Speaker and Honorable Members of the Commons of Newfoundland :

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

WM. MACGREGOR,
Governor.”

It was moved and seconded that the whole Order of the Day be deferred till four o'clock in the afternoon, and it was so ordered.

The House then rose till four o'clock in the afternoon.

A petition was presented by

Sir F. P. Morris, supported by Messrs. Bennett, Scott, Morison and Blandford, from residents of Freshwater Bay, on the subject of a harbor.

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

Right Hon. the Premier, in reply to a question of Sir E. P. Morris, laid on the table of the House a list of the names of the gentlemen at present engaged on the subject of Enquiry into Old Age Pensions.

Pursuant to Order, and on motion of Hon. Acting Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled "An Act respecting the Estates of Intestates."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to order, and on motion of Hon. the Acting Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled, "An Act to amend 6 Edward VII., cap. 6, entitled 'An Act to amend the Companies' Act, 1899.'"

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee

Mr. Speaker resumed the chair.

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

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

Pursuant to order, and on motion of Hon. the Acting Minister of Justice, the House resolved itself into Committee of the Whole on the Bill entitled, "An Act to amend chapter 145 of the Consolidated Statutes (second series), entitled 'Of the Naturalization of Aliens,'"

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to notice, and on motion of Right Hon. the Premier, the House resolved itself into Committee of the Whole on Resolutions on the subject of Education.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had passed the Resolutions without amendment, and recommended that a Bill be introduced to give effect to the same, and it was so ordered.

On motion the said Bill was then read a first time, and ordered to be read a second time on to-morrow.

On motion of Hon. the Minister of Marine and Fisheries the second reading of the Bill to amend the law relating to the Encouragement of Shipbuilding and the Classification and Inspection of Ships was deferred.

It was moved and seconded that when the House rises it adjourn until to-morrow, Friday, January 17th, at four o'clock in the afternoon.

The House then adjourned accordingly.

FRIDAY, January 17th, 1908.

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

A petition was presented by

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

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

Pursuant to order, and on motion of Hon. the Acting Minister of Justice, the Bills entitled, respectively, "An Act respecting the Estates of Intestates"; "An Act to amend the Act 6 Ed. VII., cap. 6, entitled 'An Act to amend the Companies' Act, 1899,'" and "An Act to amend chapter 145 of the Consolidated Statutes (second series), entitled 'Of the Naturalization of Aliens,'" were read a third time and passed, and they were ordered to be engrossed, being entitled as above, and sent to the Legislative Council with a message requesting its concurrence in their provisions.

On motion of Hon. the Minister of Marine and Fisheries, the second reading of the Bill to amend the law relating to the Encouragement of Shipbuilding and the Classification and Inspection of Ships was deferred.

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

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. the Minister of Marine and Fisheries if any grant or allocation was made to William Hogan (of John), Northern Bay, for the construction or repair of a launchway at Isaac's Cove Bank, between 1904 and date, and if so, to lay on the table a detailed statement of the expenditure of such grant.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries (1) How many barrels of herring Messrs. Flett secured in Notre Dame Bay; how many of these were caught by drift nets in the outer waters; how many were caught on the spawning grounds inshore, and how many were purchased from local fishermen; how many of these were packed for bounty; what amount of bounty was paid thereon, and how many of these herrings were exported?

Also, if the herring expert, Mr. Maire, has made any report on this her-

ring fishery in Notre Dams Bay, and if so, to lay a copy of same on the table of this House; and if not, why not?

Also, to state why Messrs. Flett transferred their operations to Bay of Islands; how many barrels of herring did they secure at Bay of Islands; were these obtained by purchase or by means of drift nets; if so how many were purchased and how many were caught by their staff?

Did Messrs. Flett make any attempt to experiment with their drift nets outside of territorial waters at Bay of Islands, and if not, why not? How many barrels of herring did they pack for bounty at Bay of Islands; what was the bounty paid; how many barrels of these herring have been exported, and has any bounty been paid on herring which are not exported?

Mr. Cashin gave notice that he would, on to-morrow, ask Hon. the Minister of Finance and Customs to lay on the table of this House a statement showing the number of persons arriving in and departing from this colony during the past four years, specifying the number of tourists, sportsmen, immigrants and emigrants.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Public Works if any fire-plugs, hydrants, water hose, fire escapes or other fire protections have been provided at the General Hospital, if so, when, and if not, why not?

Also, how many trees were planted in the Hospital grounds, and what number have taken root, and what amount those trees cost to import and plant them the past two years.

It was moved and seconded that when the House rises it adjourn until Tuesday, January 21st, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

TUESDAY, January 21st, 1908.

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

Hon. Minister of Marine and Fisheries laid upon the table of the House the Annual Report of the Department of Marine and Fisheries of Newfoundland for the year 1907.

The Minister of Agriculture and Mines laid upon the table of the House

Report of Department of Agriculture and Mines.

Report of Thomas Howe, Chief Woods Ranger.

Report of Board of Agriculture.

Report of Geological Surveyor.

Return of Crown Land Grants issued.

Return of Timber Licenses issued.

Return of Mining Licenses issued.

Return of Fee Simple Mining Grants issued.

Petitions were presented by

Hon. Minister of Agriculture and Mines, from residents of Lushs' Bight, on the subject of a road.

Hon. Minister of Agriculture and Mines, from residents of Burnt Arm, on the subject of a road.

Mr. Miller, from residents of Old Bonaventure, on the subject of Fishery Laws.

Mr. Miller, from residents of New Bonaventure, on the subject of Fishery Laws.

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

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

Roads, Bridges and Ferries.....	\$172,396.00
Lighthouses, Blockhouses, &c.....	73,651.00

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

In reply to a question by Mr. Cashin, Hon. Minister of Finance and Customs laid upon the table of the House a return showing the number of passengers, outward from Newfoundland, transient and emigrating, for the four years, 1904-7, and showing the number of passengers inward to Newfoundland, including settlers, travellers, sportsmen or tourists and former residents returned, for four years, 1904-7.

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

Mr. Speaker left the chair.

Mr. Oke took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to order, and on motion of Right Hon. the Premier, the House resolved itself into Committee of the Whole on the Bill entitled, "An Act to amend the Education Act, 1903."

Mr. Speaker left the chair.

Dr. Lloyd took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to notice, and on motion of Hon the Minister of Marine and Fisheries, the Bill entitled "An Act for the Encouragement of Shipbuilding," was read a second time, and ordered to be referred to Committee of the Whole on to-morrow.

Right Hon. the Premier laid upon the table of the House Report of the Government Engineer upon the water service at Bonavista, and a copy of the claim made by the Reid-Newfoundland Company against the Government.

By command of His Excellency the Governor, Right Hon. the Premier laid upon the table of the House a certified copy of a Minute of the Executive Council appointing the Internal Economy Commissioners for the year 1908.

[CERTIFIED COPY OF MINUTE.]

Under the provisions of section 4, chapter 1, 61 Victoria, the following gentlemen to form a Commission of Internal Economy of the Legislature, viz:—

Hon. Sir E. D. Shea, Kt., President Legislative Council;

Hon. John Harris,

Hon. George Skelton,

His Honor the Speaker,

Right Hon. Sir Robert Bond, P.C., K.C.M.G. ;
 Hon. J. M. Kent, K.C. ;
 Hon. E. M. Jackman.

Certified true Copy,

R. BOND,
 Colonial Secretary.

Approved,
 Wm. MacGregor,
 January 14th, 1908.

Mr. Cashin gave notice that he would, on to-morrow, ask the Right Hon. the Premier if it is the intention of the Government to take any action on the petition forwarded to this House last year by one thousand fishermen of the District of Ferryland, setting forth the hardships accruing to them from the exclusion of American fishing vessels from entering ports in that district to procure bait and supplies, and if the Government propose to abandon that policy, or to compensate the fishermen for the losses they have sustained thereby?

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Finance and Customs to lay on the table of this House a statement showing the amount paid to the Right Hon. the Premier on account of his visit to London last year to attend the Colonial Conference?

Mr. Cashin gave notice that he would, on to-morrow, ask the Rt. Hon. Colonial Secretary to lay on the table of this House a statement showing the amount paid to Messrs. Squarry, Donnelly and Avery, for services as Commissioners in the Police Enquiry, and to lay on the table of this House a copy of the said report; also a statement of the amount paid Mr. J. R. McCowan as Commissioner of the Lunatic Asylum Enquiry, and also a statement showing the amounts paid Dr. Lloyd and Capt. Taylor as Commissioners in the Rowell's Head Fog Alarm Enquiry?

Mr. Cashin gave notice that he would, on to-morrow, as the Right Hon. the Premier if it is the intention of the Government to undertake the re-adjustment of the salaries of the members of the Civil Service, in accordance with the pledge contained in his manifesto four years ago?

Mr. Moulton gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the table of this House a statement showing the number of messages transmitted by the Marconi Stations on Labrador during the present season; the amount of earnings of the several stations there; the cost of maintaining the service there. If any expenditure in capital account; the reports, if any, by the inspector or other official on the character of the service, and whether the Government is satisfied with the manner in which the service there has been performed?

Mr. Chaplin gave notice that he would, on to-morrow, ask the Minister of Agriculture and Mines for a statement showing the cost of the horses recently imported for the Agricultural Stables; by and from whom they were purchased; the pedigree, if any; what the cost of each was; also the cost attending their removal here?

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. the Colonial Secretary if any petition was presented to the Government from the inhabitants of Bay Roberts and vicinity with regard to the dismissal of Archibald W. Piccott from the Customs service, and if so, to lay said petition, or a copy of it on the table of the House?

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries to lay on the table of the House a detailed statement of the cost of the Black Game recently imported into the Colony and which were released by the Hon. Minister of Marine and Fisheries in the neighborhood of Whitbourne?

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. the Attorney General if any report was made by Inspector General McCowan with regard to the collection of Customs duties or the administration of Justice on the coast of Labrador, and if so, to lay on the table the said report or copy of same?

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

The House then ajourned accordingly.

WEDNESDAY, January 22nd, 1908.

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

By command of His Excellency the Governor, the Hon. Minister of Finance and Customs laid upon the table of the House the Estimates of Public Charities and Education.

Petitions were presented by

Hon. Minister of Marine and Fisheries, from residents of Harbor Grace, re road.

Mr. Maddock, from residents of Pinnare Bay, re Fishery Laws.

Mr. Blandford, from residents of Wesleyville, re road.

Mr. Blandford, from residents of Greenspond, re dredging.

Mr. Clapp, from residents of Harbor Deep, re port of call.

Hon. Minister of Public Works, from residents of Green's Harbor, re road.

Hon. Minister of Public Works, from residents of Lower Rocky Brook, re road.

Mr. Earle, from residents of Joe Batt's Arm, re bridge.

Mr. Earle, from residents of Joe Batt's Arm, re road.

Mr. Roberts, from residents of Norris's Arm, re road.

Mr. Roberts, from residents of Little Burnt Bay, re road.

Mr. Roberts, from residents of Tizzard's Harbor, re bridge.

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

In reply to a question by Mr. Cashin, Hon. Minister of Finance and Customs laid upon the table of the House a statement showing the amount paid the Right Hon. the Premier on account of his visit to London to attend the Colonial Conference last year.

In reply to a question of Mr. Cashin, Right Hon the Premier laid upon the table of the House a statement of the amount paid to the Commissioners in the Police Enquiry.

In reply to a question by Mr. Morison, the Hon. the Minister of Marine and Fisheries laid upon the table of the House a statement of the cost of the Black Game, recently imported into this Colony.

In reply to a question of Mr. Morison, Right Hon. the Premier laid on the table of the House a list of the petitions received by the Government re Archibald W. Piccott.

Hon. Minister of Public Works laid upon the table of the House a statement of the number of trees planted in the Hospital grounds and the cost of the same.

Pursuant to order, and on motion of Right Hon. the Premier, the Bill entitled "An Act to amend the Education Act, 1903," was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and sent to the Legislative Council, with a message requesting their concurrence in its provisions.

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

Mr. Speaker left the chair.

Dr. Lloyd took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to order and on motion, the House resolved itself into Committee of the Whole on the Bill entitled "An Act for the Encouragement of Ship-building"

Mr. Speaker left the chair.

Mr. Clapp took the chair of committee.

Mr. Speaker resumed the chair.

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

Sir E. P. Morris gave notice that he would, on to-morrow, ask the Right Hon. the Premier if his attention has been drawn to the fact that a Conference is being held to-day or is about to be held in the British West Indies, consisting of Delegates from several colonies which compose the West Indies and the Dominion of Canada, in relation to certain reciprocity proposals regarding the interchange of products between these countries; and further, if any communication has taken place with this Colony to secure participation in these proceedings?

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. the Minister of Finance to lay on the table of the House a detailed statement of the expenditure to date out of the \$40,000.00 for improvement of herring fishery?

Mr. Blandford gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the table of the House the amount of moneys paid to the orphanages of each denomination for 1906-7, giving the names of each institution and the statement of amounts paid to each institution?

Mr. Moulton gave notice that he would, on to-morrow, ask the Right Hon. the Premier if the Government has arranged for telegraphic communication between the Island of Ramea and the mainland, or whether it is the intention to proceed with this undertaking at an early date?

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Public Works to lay on the table of the House a statement showing the amounts expended on the Main Gut bridge at Twillingate the past three years; if said expenditure was made by his department, and if not, to say under whose authority the said expenditure was undertaken?

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Finance and Customs to lay on the table of the House a statement showing the number of parties employed as Supernumerary Tidewaiters in connection with the Customs Department the past four years and the amount paid the same.

Mr. Cashin gave notice that he would, on to-morrow, ask the Right Hon. Colonial Secretary to lay on the table of the House a report of the Auditor General on certain shortages in the Post Office Department?

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Agriculture and Mines to lay on the table of the House a statement of the amounts expended on account of coal boring in the interior from 1901 to date?

Hon. the Acting Minister of Justice gave notice that he would, on to-morrow, ask leave to introduce a Bill entitled "An Act with respect to compensation to workmen for injuries suffered in the course of their employment."

Hon. Minister of Agriculture and Mines gave notice that he would, on to-morrow, ask leave to introduce a Bill to amend the Act 6 Ed. VII., cap. 15, entitled "An Act respecting the Regulation of Mines."

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

Customs Service.....	\$145,991.00.
Agriculture and Mines.....	11,420.00.
Estimates under head XVI.....	67,550.00.

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

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

The House then adjourned accordingly.

THURSDAY, January 23rd, 1908.

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

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

Marine and Fisheries.....\$92,940.00.

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

Petitions were presented by:—

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

Mr. Blandford, from residents of Southern Bay, on subject of a road.

Mr. Blandford, from residents of Indian Arm, on subject of a wharf.

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

Right Hon. the Premier laid upon the table of the House a copy of the Report of the Commissioners on the Police Enquiry.

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

Mr. Speaker left the chair.

Mr. Clapp took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to order, and on motion, the House resolved itself into Committee of the Whole on the Bill entitled "An Act for the Encouragement of Ship-building."

Mr. Speaker left the chair.

Mr. Clapp took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to notice, and on motion of Hon. the Minister of Agriculture and Mines, leave was granted for the introduction of a Bill entitled "An Act to amend the Act 6, Edward VII., cap. 15, entitled 'An Act respecting the Regulation of Mines.'"

The Bill was then read a first time, and ordered to be read a second time on to-morrow.

Pursuant to notice, and on motion of Hon. the Acting Minister of Justice, leave was granted for the introduction of a Bill entitled "An Act with respect to compensation to workmen for injuries suffered in the course of their employment."

The Bill was then read a first time and ordered to be read a second time on to-morrow.

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

The House then adjourned accordingly.

FRIDAY, January 24th, 1908.

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

Petitions were presented by

Mr. Lewis, from residents of Manuels, on subject of a wharf.

Mr. Blandford, from residents of St. Brendan's, on subject of a well.

Mr. Blandford, from residents of Squid Tickle, on subject of a road.

Mr. Moulton, from residents of Channel and Port aux Basques, on subject of a road.

Mr. Earle, from residents of Fogo, on the subject of a court house.

Mr. Miller, from residents of New Perlican, on subject of a public wharf.

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

Mr. Morison, from residents of Port de Grave, on subject of a breakwater.

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

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

General Contingencies	\$10,000.00.
Education	3,800.00.

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

In reply to a question of Mr. Morison, Hon. the Minister of Finance and Customs laid upon the table of the House a statement of the amount expended out of the \$40,000.00 granted for the improvement of the herring fishery.

In reply to a question by Mr. Cashin, Right Hon. the Premier laid upon the table of the House a copy of the report of the Auditor General on the General Post Office.

In reply to a question by Mr. Cashin, Hon. Minister of Agriculture and Mines laid upon the table of the House a statement of the amount spent in coal boring operations in the interior the past five years.

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

Mr. Speaker left the chair.

Dr. Lloyd took the chair of committee.

Mr. Speaker resumed the chair.

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

On motion that this report be received, the following amendment was proposed by Sir Edward Morris, seconded by Mr Blandford:

WHEREAS in recent years it has frequently occurred that sealers distant from their homes and discharged on their arrival from the seal fishery without their having the means of procuring food or lodging or paying their passage home and in this way are subjected to great hardship and suffering. This, in the opinion of this committee, is a condition of affairs which should not any longer be allowed to continue, and with a view of remedying the evil

Be it Resolved,—That in the opinion of this committee it is expedient that the Executive Government should at an early date enter into negotiations with the owners of the sealing ships leaving this colony annually for the prosecution of the seal fishery with a view of effecting such an arrangement as regards the board and lodging of sealers after their arrival from the seal fishery

and the sending of them to their homes, as will render the introduction of legislation dealing with this subject unnecessary.

On motion the House divided and there appeared for the amendment—Sir E. P. Morris, Messrs Winsor, Blandford, Morison, Moulton, Cashin and Bennett (7); and against—Sir R. Bond, Hons. J. M. Kent, F. M. Jackman, F. Dawe, H. Gear, J. A. Clift; Messrs. G. W. Gushue, W. F. Lloyd, A. Miller, Scott, Lewis, Ellis, Maddock, Hutchings, Earle, Roberts, Clapp, Carty, Martin and Sullivan (20); so the amendment passed in the negative.

The original motion being then put was carried, the House dividing, when there appeared for the motion—Sir R. Bond, Messrs. Kent, Jackman, Clift, Dawe, Gear, Gushue, Lloyd, Miller, Scott, Ellis, Lewis, Maddock, Hutchings, Earle, Roberts, Clapp, Carty, Martin and Sullivan (20); and against—Sir E. P. Morris, Messrs. Winsor, Blandford, Morison, Moulton, Cashin and Bennett (7); so the motion passed, and it was ordered that the report be received, and that the committee have leave to sit again on to-morrow.

By command of His Excellency the Governor, the Hon. Minister of Finance and Customs laid upon the table of the House the Estimate of Legislation.

The remaining orders of the day were deferred.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries to lay on the table of the House a statement of the expenditure the past three years on account of the Main Gut bridge at Twillingate?

Also, that he would ask the Minister of Public Works what disposition, if any, of \$1,100 voted for Outport Road Inspectors, and if this amount has been distributed, and if so, to lay on the table a statement showing the parties receiving same and the amounts disbursed among them?

Also, that he would ask the Hon. Minister of Marine and Fisheries to lay on the table of the House the contract entered into with Messrs. Flett Bros., and any subsidiary contract or agreement with the said parties entered into since the signing of the original contract?

Also, that he would ask the Right Hon. the Premier to lay on the table of this House a statement showing the services performed by him during his three months' absence in England last year, in respect of which he was voted \$2,500 to cover his expenses, with a general statement of the said expenses, not an itemized statement?

Also, that he would ask the Right Hon. the Colonial Secretary to lay on the table of this House any correspondence that may have come into his possession the past two years with reference to the Bond-Hay Treaty, so called, and to say what is the present status of the instrument?

Also, that he would ask the Hon. Minister of Finance and Customs to lay on the table of this House a statement showing the amounts paid out to offi-

cials in the Public Service on account of fines and forfeitures from 1st January, 1905, to date, specifying the officials and the amount paid to them?

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. the Minister of Finance and Customs (or the Hon. Minister of Public Works) (1) If, about three years ago, a contract was made with P. F. Moore for plumbing work at the Night Boatmen's house? (2) If the contract was in writing or if there was a written tender for the work, to lay on the table a copy of the contract and of any other tenders made for said work? (3) Was there any dispute with Mr. Moore with regard to said work or the price to be paid for same; if so, state the details of such dispute? (4) Was there any correspondence between the Minister of Finance and the Minister of Public Works with regard to said dispute; if so, to lay on the table a copy of said correspondence? (5) Was said dispute settled by arbitration; if so, to state the name of the arbitrator, and the amount paid to him for fees, and to lay on the table a copy of his award?

It was moved and seconded that when the House rises it adjourn until Tuesday, January 28th, at four o'clock in the afternoon, and it was so ordered.

The House then adjourned accordingly.

TUESDAY, January 28th, 1908.

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

Petitions were presented by

Mr. Bonia, from residents of Placentia District, on subject of fog alarm.

Mr. Blandford, from residents of Seal Cove, on subject of a road.

Mr. Blandford, from residents of Fair Islands, on subject of a road.

Mr. Blandford, from residents of Happy Adventure, on subject of a road.

Hon. Minister of Justice, from residents of Torbay, on subject of a bridge.

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

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

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

In reply to a question by Mr. Cashin, Hon. the Minister of Marine and Fisheries laid upon the table of the House a statement of the expenditure for the past three years on account of the Main Gut bridge at Twillingate.

In reply to a question by Mr. Cashin, the Hon. Minister of Marine and Fisheries laid upon the table a copy of the contract entered into with Messrs. Flett Bros.

In reply to a question by Mr. Cashin, Hon. Minister of Finance and Customs laid upon the table of the House the Customs Trust Account for the year 1906-7.

In reply to a question by Mr. Morison, Hon. Minister of Public Works laid upon the table of the House copy of the account of Mr. P. F. Moore, for work done according to contract, August 2nd, 1902.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

Pursuant to order, and on motion of Hon. Minister of Marine and Fisheries, the House resolved itself into Committee of the Whole on the Bill, entitled "An Act for the Encouragement of Shipbuilding."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

On motion that this report be received, the following amendment was proposed by Mr. Morison, seconded by Mr. Bennett:

"No vessel shall be entitled to bounty under this Act unless she shall be furnished with suitable sails made in the Colony."

On motion the House divided, and there appeared for the amendment—Messrs. Winsor, Blandford, Morison, Moulton, Cashin, Bennett, and Sir E. P. Morris (7); and against—Right Hon. Sir R. Bond, Hons, J. M. Kent, E. M. Jackman, J. A. Clift, E. Dawe, H. Gear, G. Shea, and Messrs. Lloyd, Miller,

Ellis, Lewis, Barnes, Maddock, Hutchings, Earle, Roberts, Clapp, Martin, Davey, Bonia and Sullivan (21); so the amendment passed in the negative.

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

The remaining orders of the day were deferred.

Mr Speaker informed the House that he had received a message from the Legislative Council acquainting the House that they had passed the Bills sent up entitled, respectively, "An Act respecting the Estates of Intestates," "An Act to amend the Act 6 Ed. VII., cap. 6, entitled 'An Act to amend the Companies' Act, 1899,'" and "An Act to amend chapter 145 of the Consolidated Statutes (second series), entitled 'Of the Naturalization of Aliens,'" without amendment.

Sir E. P. Morris gave notice that he would, on to-morrow, ask leave to introduce a Bill to prohibit the Prosecution of Labrador Fishery in Steam Vessels.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Agriculture and Mines to lay on the table of this House a statement showing if any rights were conveyed under the Crown Lands Act to any of the public lands or timber of this Colony during the months of July, August and September, whether by grant, license, lease, or otherwise, and showing the names of the granted licenses or leases, the location of the land or timber, and the quantity or area of land or timber affected?

Also, that he would ask the Hon. Minister of Finance and Customs to lay on the table of this House what parties made uniforms for the officials of his department the past two years, and to lay on the table a statement of the amounts paid said parties?

Also, that he would ask the Hon. Minister of Justice to lay a statement on the table of the House showing the names of the parties that made the uniforms for the wardens of the Penitentiary the past two years, and to give the amount paid such parties?

Also, that he would ask the Right Hon. the Premier if he has any official information or otherwise as to whether the Black Game recently imported by the Government have been found dead in the woods near Whitbourne?

Also, that he would ask the Right Hon. the Colonial Secretary to lay on the table of this House a statement showing the nature of the complaint made between the matron and the resident physician of the Lunatic Asylum recently in regard to matters affecting the administration of that institution; what action was taken by him in regard to the disagreement, and to bring down the correspondence, if any?

Mr. Winsor gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries to lay on the table of this House the following:—

Copies of returns for all expenditure during 1906 and 1907.

(a) Public Wharf, Lower Island Cove.

(b) Public Wharf, Ochre Pit Cove.

(c) Public Wharf, Western Bay South.

Also, that he would ask the Minister of Public Works to lay on the table of the House the following;—

(a) Copies of all returns for expenditure made by the County Councils of Old Perlican and Lower Island Cove since their appointment.

(b) Copies of returns for expenditure made by the Road Board and Fire Commissioners of Western Bay and Ochre Pit Cove for 1906 and 1907.

Mr. Moulton gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary to lay on the table a statement showing the receipts and expenditure of the Postal Department for the fiscal year 1906-7, and for six months of the current fiscal year ending December 31st, 1907, the said statement to show the amount spent on construction or capital account during these periods, and the amount spent on the ordinary operation, also a statement showing amount of salaries paid each official and the revenue earned by each office?

Also, that he would ask the Right Hon. Colonial Secretary to lay on the table a statement showing the period for which Mr. Wm. Mair, fishery expert, is engaged by this Colony, if it is five years with the option to Mr. Mair of cancelling his agreement at the end of three years, or whether that option lies with the Government; in the latter case, does the Government intend to exercise that option; in the former case, has the Government any knowledge whether Mr. Mair intends to exercise it. When does the three years expire and what is Mr. Mair's annual salary?

Also, that he would ask the Hon. Minister of Finance and Customs who is the Customs official on board the S.S. Harlaw; what is the nature of his duties; what salary does he receive; for what period is he employed, and what amount has been paid the past twelve months on account of his board and travelling expenses?

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

The House then adjourned accordingly.

WEDNESDAY, January 29th, 1908.

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

By command of His Excellency the Governor, Mr. Speaker read to the House a communication from the Right Hon. the Secretary of State for the Colonies with reference to the Joint Address from both Houses of this Legislature to the Right Hon. Secretary of State for the Colonies on the subject of the Modus Vivendi entered into with the Government of the United States for the conduct of the fishery by Americans on the Newfoundland Treaty Coast during the season of 1907, and laid the same on the table of the House.

The communication was as follows:—

DOWNING STREET,
19th September, 1907.

NEWFOUNDLAND,
No. 71.

SIR,—

I duly received the Address of the Legislative Council and House of Assembly of Newfoundland on the subject of the Modus Vivendi with the Government of the United States regarding Newfoundland fisheries concluded by His Majesty's Government which was enclosed in your despatch No. 34 of the 27th February last.

2. I delayed replying to the Address in the hope of a satisfactory agreement being arrived at with your Government as to the terms on which the fishery should be conducted pending the settlement of the question in dispute by arbitration. But as it appears, to my regret, to be unlikely that this hope will be realized, I feel it due to the Legislative Council and house of Assembly no longer to leave their Address without a reply.

3. I have therefore to request that you will inform the Legislature that I have given the most careful consideration to their representations, but for the reasons which are fully described in my despatches No. 49 of the 19th July and No. 70 of even date, His Majesty's Government have considered it essential to conclude a Modus Vivendi for 1907 on similar terms to that of 1906, but with important modifications in favor of the Colony, the use of purse seines being absolutely forbidden.

4. You will communicate copies of this despatch and of the despatches referred to above to both Houses of the Legislature.

I have, etc.,

(Sgd.), ELGIN.

Governor

Sir Wm. MacGregor, G.C.M.G., C.B.

Right Hon. the Premier laid upon the table of the House a copy of the

Minute of Council, correspondence, &c., with regard to the Imperial Order in Council of September, 1907.

In reply to a question by Mr. Cashin, Hon. the Minister of Agriculture and Mines laid upon the table of the House a return of the grants of agricultural land issued during the months of July, August and September, 1907.

In reply to a question by Mr. Cashin, Hon. the Minister of Finance and Customs laid upon the table of the House a statement of amount paid to persons who made uniforms for his department the last two years.

In reply to a question by Mr. Cashin, Hon. the Minister of Justice laid upon the table of the House a statement of the names of persons who supplied uniforms to the wardens of the Penitentiary.

In reply to a question by Mr. Winsor, Hon. Minister of Marine and Fisheries laid upon the table of the House copies of returns of expenditure during 1906 and 1907 on

(a) Public Wharf at Lower Island Cove.

(b) Public Wharf at Ochre Pit Cove.

(c) Public Wharf at Western Bay South.

Pursuant to notice, and on motion of Sir E. P. Morris, leave was granted for the introduction of a Bill, entitled "An Act to prohibit the Prosecution of the Labrador Fishery in Steam Vessels," and it was read a first time and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of Hon. the Minister of Marine and Fisheries, the Bill, entitled "An Act for the Encouragement of Shipbuilding," was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and sent to the Legislative Council, with a message requesting their concurrence in its provisions.

On motion of the Hon. Minister of Finance and Customs Committee of the Whole on Supply was deferred.

On motion of the Hon. Minister of Agriculture and Mines the second reading of the Bill to amend the Act 6, Ed. VII., cap. 15, entitled "An Act respecting the Regulation of Mines" was deferred.

Pursuant to order, and on motion of Hon. Acting Minister of Justice, the Bill, entitled "An Act with respect to compensation to workmen for injuries suffered in the course of their employment," was read a second time and ordered to be referred to Committee of the Whole on to-morrow.

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

Legislation \$33,315.00

Public Charities \$278,814.00

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

By command of His Excellency the Governor, Hon. the Minister of Finance and Customs laid upon the table of the House the Estimate of Posta and Telegraph.

Dr. Lloyd gave notice that he would, on to-morrow, ask leave to move the House into Committee of the Whole to consider the dispatches and Minutes of Council relating to the Modus Vivendi, 1907, &c., and tabled to-day by the Premier; also to consider certain resolutions relating to the matter, and also that this matter take precedence on the order of the day.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Finance and Customs to lay on the table of this House a statement showing the number of vessels reporting at Sound Island, 1904, 1905, 1906, 1907; amount of duty collected, amount of light dues collected there for 1904, 1905, 1906, 1907. Also, whether a tide waiter is employed, and by what authority, and at what cost?

Also, that he would ask the Hon. Minister of Marine and Fisheries if it is true that a boat and crew are employed at Sound Island, Placentia Bay, on so-called fishery protection, name of owner of boat, and to whom belonging; by what authority is this boat employed; also, to table copy of Minute of Council for same; what agreement was made with owner of boat, and table copy of agreement; what amount was paid to owner of boat, and for how long; names of owners of boat or boats, and places of residence of these boats employed 1904, 1905, 1906, 1907; how much paid to each in respective places, and out of what vote paid; copy of Order in Council for payment?

Mr. Winsor gave notice that he would, on to-morrow, ask the Right Hon. the Colonial Secretary if it is the intention of the Government to establish a telegraph office at Northern Bay, and if so, what person is to be appointed operator; also, who is the present Postmaster at Northern Bay, and what salary is paid said Postmaster; if any assistant has been appointed, and the name of the assistant, if any?

Also, that he would ask the Minister of Marine and Fisheries to lay on the table of the House detailed statements of expenditure of monies granted to Jas. March and Frederick Puddister, of Northern Bay, for the purpose of repairing or renewing launchways during 1906 or 1907; also, to lay on the table detailed statements of expenditure of monies for launchways or landing places at Burnt Point, Bay de Verde between 1901 and 1907, both inclusive.

Also, that he would ask the Hon. Minister of Public Works to lay on the table of this House the following:—

Detailed statement of expenditure of local and main line Road Grants for Northern Bay, District of Bay de Verde, for years 1905, 1906, 1907.

If any allocations were made to Frederick Puddister, of Northern Bay, for the purpose of a public well in 1903 or 1904; if so, to lay on the table of this House a detailed statement of expenditure for same; also bill of sale of land purchased, on which to construct a well?

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. Minister of Finance:—

(1) If any communications were received in 1907 from the Tidewaiter or Customs officials in St. John's, requesting or referring to an increase of salary;

(2) If so, to lay on the table a copy of said communications and of any reply thereto;

(3) If any similar communication was received in 1908, and

(4) If so, to lay on the table a copy of same and reply thereto?

Mr. Morison, to ask the Hon. Minister of Finance and Customs:—

(1) If Mr. Stone, Sub-Collector of Customs at Fogo, has been, or is about to be removed from Fogo;

(2) If so, to state the reason for such removal;

(3) If it is intended that the positions of Stipendiary Magistrate and Sub-Collector of Customs at Fogo shall be held by one person;

(4) If not so intended, to state whether any person has been appointed to succeed Mr. Stone, with the name of such person, and his proposed salary?

Also, that he would ask the Hon. Minister of Justice:—

(1) If any person has been appointed to fill the position of Stipendiary Magistrate at Fogo, rendered vacant by the death of Dr. Malcolm;

(2) If so, to state the name of such person and the amount of salary to be paid to him, and

(3) If said person has been appointed permanently?

Mr. Morison to ask the Right Hon. Colonial Secretary to lay on the table a detailed statement:—

(1) Of all amounts expended by or on account of the Postal Telegraph Department at Change Islands during 1906, and to whom paid;

(2) Of all amounts expended in connection with new line of telegraph from Fogo to Tilton Harbor, and the length of said line;

(3) Of amounts paid for subsidy to S.S. Annie, Robert Scott, owner, during 1905, 1906 and 1907;

(4) Of amount paid to Reid-Nfld. Co. for subsidy for S.S. Clyde in 1906 and 1907?

Also, that he would ask the Right Hon. Colonial Secretary to lay on the table a detailed statement

(1) Of all amounts paid to Mr. Hennebury, Beaverton, for services during 1906-7 as telegraph operator, or otherwise;

(2) Of all amounts paid for telegraph repairing at Beaverton during 1906-7, and to whom paid;

(3) Of the amount expended on branch telegraph line from Herring Neck to Moreton's Harbor, to whom paid and the length of said line;

(4) Of the amount expended for repairs of telegraph office and other public buildings at Beaverton during 1905, 1906 and 1907, and to whom paid?

Mr. Moulton gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries to lay on the table of this House a statement of amounts paid on account of cold storage warehouses and bait freezers since the 1st January, 1901, giving the names of the parties securing same, and amounts paid to them; also to state if any of these cold storage warehouses or bait freezers are at present in operation, and if so, where; also, if he is aware whether any of these establishments are yielding any return as a financial investment, if so, to give the name of same; also to state whether these establishments have been a success in the sense of providing a cheap, abundant and reliable supply of bait to the fishermen?

Also, that he would ask the Right Hon. the Premier to lay on the table of this House, if the agreement between Messrs. Harmsworth and the Government of this Colony in 1904, with regard to the joint exploration of the coal areas near Grand Lake is still in force, if so, what obligations does it impose upon Messrs. Harmsworth; to lay on the table the report, if any, of the expert employed by the Messrs. Harmsworth to investigate these coal measures, and to say if any other steps will be taken with Messrs. Harmsworth and the Government in combination to further explore these coal deposits; also to state what amounts have been expended by Messrs. Harmsworth in developing these coal areas?

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

The House then adjourned accordingly.

THURSDAY, January 30th, 1908.

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

Petitions were presented by

Mr. Blandford, from residents of Valleyfield, on subject of telegraphs.

Mr. Blandford, from residents of Flat Island, on subject of a road.

Mr. Miller, from residents of White Point, on subject of a road.

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

In reply to a question by Mr. Cashin, the Hon. the Minister of Marine and Fisheries laid upon the table of the House a copy of the agreement made between the Department of Marine and Fisheries and William Mitchell as to fishery protection service.

In reply to a question of Mr. Winsor, Hon. the Minister of Marine and Fisheries laid upon the table of the House statement of expenditure for repairs to launchways at Northern Bay and Burnt Point.

In reply to a question of Mr. Morison, Hon. the Minister of Finance and Customs laid upon the table of the House copies of communications received in the year 1908 from Customs officials on the subject of increase of salaries.

In reply to a question of Mr. Morison, Right Hon. the Premier laid upon the table of the House detailed statement of

(1) All amounts expended by or on account of the Postal Telegraph Department at Change Islands during 1906, and to whom paid;

(2) Of all amounts expended in connection with new line of telegraph from Fogo to Tilton Harbor, and the length of said line;

(3) Of amount paid for subsidy to S.S. Annie, Robert Scott, owner, during 1905, 1906 and 1907;

(4) Of amount paid to Reid-Newfoundland Co. for subsidy for S.S. Clyde in 1906 and 1907.

Also, detailed statement

(1) Of all amounts paid to Mr. Hennebury, Beaverton, for services during 1906-7 as telegraph operator, or otherwise;

(2) Of all amounts paid for telegraph repairing at Beaverton during 1906-7, and to whom paid;

(3) Of the amount expended on branch telegraph line from Herring Neck to Moreton's Harbor, to whom paid and the length of said line?

(4) Of the amount expended for repairs of telegraph office and other public buildings at Beverton during 1905, 1906 and 1907, and to whom paid.

In reply to a question by Mr. Moulton, Hon. the Minister of Marine and Fisheries laid upon the table of the House a statement of amounts paid on account of cold storage warehouses and bait freezers since the 1st January, 1901, giving the names of the parties securing same, and amounts paid to them.

On motion of Dr. Lloyd, Committee of the Whole to consider despatches and Minutes of Council relating to the Modus Vivendi, 1907, etc., was deferred until to-morrow.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to order, and on motion of Hon. Acting Minister of Justice, the House resolved itself into Committee of the Whole on the Bill, entitled "An Act with respect to compensation to workmen for injuries suffered in the course of their employment."

Mr. Speaker left the chair.

Mr. Carty took the chair of committee.

Mr. Speaker resumed the chair.

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

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

The remaining orders of the day were deferred.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Finance and Customs to lay on the table of this House a statement

showing the number of vessels reporting at Sound Island, 1904, 1905, 1906, 1907; amount of duty collected, amount of light dues collected there for 1904, 1905, 1906, 1907; also whether a tide waiter is employed, and by what authority, and at what cost.

Also, that he would ask the Right Hon. the Premier to lay on the table of this House

(1) A memorandum showing the nature of his services in connection with the Short Line Project while in London last summer;

(2) Copy of correspondence, if any, between himself or the Government, and Ochs Bros. and Thompson, in connection with this matter since the last session of this House;

(3) Copy of any report by the Hydrographic Office of the British Admiralty or United States Navy Department showing the existence of any Fog Free Zone off our N.E. Coast;

(4) Copy, if any, of any report by the Imperial Board of Trade, or any other department of the Imperial Government or committee thereof dealing with this question.

(5) Whether any Government, other than the Government of Newfoundland, has given, or indicated its intention to give any subsidy towards a Short Atlantic Line via Newfoundland;

(6) To table any correspondence from His Majesty's Government in connection therewith?

Also, that he would ask the Hon. Minister of Finance and Customs how much was spent on uniforms for all branches of the Public Service in 1902, and who made them, and what was the price of each uniform; also, who made the uniforms for the Reid-Nfld. Co's officials in 1906, and was the Reid Nfld. Co. a Government contractor; also, who made the uniforms for the officials of the Supreme Court?

Also, that he would ask the Hon. Minister of Finance and Customs to lay on the table of this House a statement showing the names and number of Tidewaiters appointed in the District of Placentia and St. Mary's since 1900, and the amounts annually paid them?

Mr. Moulton gave notice that he would, on to-morrow, ask the Hon. Minister of Agriculture and Mines to lay on the table of this House a report of his negotiations with a company in England who contemplated the establishment of a factory in the Island for the making of peat into fuel; if a representative of that company visited this Colony in connection with the matter; what was the result of the said visit; have any steps been taken since toward the establishment of any peat making factory and what is the present state of the matter?

Also, that he would call the attention of the Right Hon. the Premier to the fact that whereas the exports of dry Codfish from this Colony to Greece were

66,724 qtls. in the fiscal year 1905-6, they were only 34,000 in the fiscal year 1906-7, a reduction of nearly 50 per cent., and to ask him if the Treaty with Greece under which our fish was to enjoy certain preferential privileges is still in force, and if so, can he offer any explanation of the causes which brought about so serious a decline in the quantity of our exports to that country last year?

Hon. the Minister of Agriculture and Mines gave notice that he would, on to-morrow, ask leave to move the House into Committee of the Whole to consider certain resolutions on the subject of a Model Farm.

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

The House then adjourned accordingly.

FRIDAY, January 31st, 1908.

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

Right Hon. the Premier laid upon the table of the House the Report of the Internal Economy Commission.

Petitions were presented by

Mr. Carty, from residents of Port au Port, on subject of a bridge.

Mr. Cashin, from residents of Ferryland District, on subject of a break-water.

Mr. Hutchings, from residents of Bay de Verde, on subject of Fishery Laws.

Mr. Blandford, from residents of Greenspond and Newell's Island, on subject of a ferry.

Mr. Blandford, from residents of Valleyfield, on subject of a wharf.

Mr. Earle, from residents of Carmanville, on subject of a road.

Mr. Earle, from residents of Northern Cove on subject of a road.

Mr. Earle, from residents of Seal Cove, on subject of a road.

Mr. Earle, from residents of Ladle Cove, on subject of steam service.

Mr. Sullivan, from residents of St. Mary's, on subject of a ferry.

Mr. Clift, from residents of Lewisport, on subject of a road.

Mr. Clift, from residents of Northern Arm, on subject of a road and bridge.

Mr. Clift, from residents of Shoal Arm, on subject of a road.

Mr. Lewis, from residents of Kitchuses, on subject of a road.

Mr. Gushue, from residents of Hodge's Cove, on subject of a road.

Mr. Dwyer, from residents of Torbay, on subject of a road.

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

In reply to a question by Mr. Cashin, the Hon. Minister of Finance and Customs laid upon the table of the House statements showing the number of vessels reporting at Sound Island, 1904, 1905, 1906, 1907; amount of duty collected, and amount of light dues collected there for 1904, 1905, 1906, 1907; also, whether a Tidewaiter is employed, and by what authority, and at what cost?

Also, a statement showing the names and number of Tidewaiters appointed in the District of Placentia and St. Mary's since 1900, and the amounts annually paid them.

Pursuant to notice, and on motion of Dr. Lloyd, the House resolved itself into Committee of the Whole to consider the despatches and Minutes of Council relating to the Modus Vivendi, 1907, and also to consider certain resolutions relating to the matter.

Mr. Speaker left the chair.

Mr. Clapp took the chair of committee.

Mr. Speaker resumed the chair.

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

Ordered that the report be received.

The motion was then put that the report be adopted and it was carried unanimously.

The resolutions are as follows:—

Resolved,—That this House records an expression of its disappointment at the response which has been furnished by the Right Honorable the Secretary of State for the Colonies to the Address adopted by this Legislature at its last ses-

sion in respect to the Modus Vivendi entered into between His Majesty's Government and that of the United States of America in 1906; and also of its surprise and regret that His Majesty's Government has not only renewed the said Modus Vivendi, but has adopted and promulgated an Order-in-Council which purports to prevent the service of legal process upon British subjects within British jurisdiction and to place the enforcement of the said Order-in-Council in the hands of Senior Naval Officers on this station, thus overriding the constitutional authority in this His Majesty's dominion.

It approves the action of the Government of this Colony in declining to become consenting parties to either the Order-in Council or Modus Vivendi, for the enforcement of law constitutes a vital part of the political existence of the Colony and rests on the same solid foundation as the Constitution itself.

Resolved,—That for the reasons that have been advanced by the Government of this Colony, and which are set forth in the Blue Book published by His Majesty's Government and further despatches tabled, it is hoped that His Majesty's Government will recognize the justice and expediency of cancelling the said Order-in-Council and Modus Vivendi.

Resolved,—That a copy of these resolutions be forwarded to His Excellency the Governor with the request that he will be pleased to transmit the same to the Right Honorable the Secretary of State for the Colonies.

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

On motion of Hon. the Minister of Agriculture and Mines, Committee of the Whole on resolutions on the subject of a model farm was deferred.

Pursuant to order, and on motion of Hon. the Acting Minister of Justice, the Bill, entitled "An Act with respect to compensation to workmen for injuries suffered in the course of their employment," was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and sent to the Legislative Council, with a message requesting their concurrence in its provisions.

On motion of the Hon. Minister of Finance and Customs, Committee of the Whole on Supply was deferred.

Pursuant to order, and on motion of Hon. the Minister of Agriculture and Mines, the Bill, entitled "An Act to amend the Act 6, Ed. VII., cap. 15, entitled 'An Act Respecting the Regulation of Mines,'" was read a second time, and ordered to be referred to Committee of the Whole on to-morrow.

On motion of Sir E. P. Morris, the second reading of the Bill, entitled "An Act to prohibit the prosecution of the Labrador Fishery in Steam Vessels," was deferred.

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House that they had passed the Bill sent

up, entitled "An Act to amend the Education Act, 1903," without amendment.

Right Hon. the Premier laid upon the table of the House the Report of the Postmaster General for the year ending June 30th, 1907.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Finance and Customs to lay on the table of this House a statement showing number of salaries increased on Executive Responsibility the past twelve months, giving the names of the cashiers, and the amount of increase?

Also, that he would ask the Hon. Minister of Marine and Fisheries what amounts, if any, were spent on marine work at Renew, Fermeuse, Aquaforte, Caplin Bay, in the years 1905, 1906, 1907, and the nature of work done; also the amount of the latest marine vote, including the special vote for marine work in the District of Ferryland for 1905, 1906, 1907?

Also, that he would ask the Hon. Minister of Finance and Customs to lay on the table of this House the report, if any, made by him to His Excellency the Governor in Council of his official trips of inspection of outport Custom Houses the past eight years, and if no such report was made, why not; and to table a statement showing time occupied in inspection each year, what steamer was employed, and the cost of same to the Colony?

Also, that he would ask the Right Hon. the Premier if any representations have been made to him, as to alleged distress existing among residents of any part of the District of Twillingate, and if so, has he satisfied himself to the correctness as to the said representation, and what action, if any, has he taken, if it has been found that relief was necessary?

Mr. Moulton gave notice that he would, on to-morrow, ask the Right Hon. the Premier if any action has been taken by the Government, or a resolution adopted by the House of Assembly, providing for the appointment of an Agricultural Commission, if such commission was appointed, to lay a copy of its report on the table of the House, and if such commission was not appointed, why not?

Also, that he would ask the Hon. Minister of Finance and Customs to lay on the table of this House the amounts received in each year from 1901 up to the present on account of whaling licenses?

It was moved and seconded that when the House rises it adjourn until Tuesday, February 4th, at four o'clock, and it was so ordered.

The House then adjourned accordingly.

TUESDAY, February 4th, 1908.

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

Petitions were presented by

Mr. Gear, from residents of Mortier Bay, on subject of a road.

Sir E. P. Morris, from residents of Petty Harbor and Maddock's Cove, on subject of Fishery Laws.

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

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

Mr. Gushue (M.P.W.), from residents of Trinity and Trinity Bight, on subject of light and fog alarm.

Mr. Morison, from residents of South Amherst Cove, on subject of a launchway.

Mr. Earle, from residents of Seldom-Come-By, on subject of a lighthouse.

Right Hon. the Premier, from residents of Lawrencetown, on subject of a wharf.

Right Hon. the Premier, from residents of Herring Neck, on subject of a safety rail.

Right Hon. the Premier, from residents of Herring Neck, on subject of a road.

Right Hon. the Premier, from residents of S.W. Arm, Green Bay, on subject of a road.

Right Hon. the Premier, from residents of Shoal Arm, Hall's Bay, on subject of a road.

Right Hon. the Premier, from residents of Tizzard's Harbor, on subject of a wharf.

Right Hon. the Premier, from residents of Cuttle's Cove, on subject of a bridge.

Right Hon. the Premier, from residents of Lewisport, on subject of a road.

Right Hon. the Premier, from residents of Dark Tickle, on subject of a road.

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

In reply to a question by Mr. Cashin, Hon. the Minister of Finance and

Customs laid upon the table of the House a statement showing the amount spent on marine works at Renewes, Fermeuse, Aquaforte, Caplin Bay in the years 1905, 1906, 1907, and nature of work done; also the amount of the latest marine vote for marine work in the District of Ferryland for 1905, 1906, 1907.

In reply to a question by Mr. Moulton, Right Hon. the Premier laid upon the table of the House copies of the report of the Agricultural Commission.

In reply to a question by Mr. Moulton, Hon. the Minister of Finance and Customs laid upon the table of the House a statement showing the amounts received in each year from 1901 up to the present time on account of whaling licenses.

By command of His Excellency the Governor, Hon. the Minister of Finance and Customs laid upon the table of the House the Estimate for the Administration of Justice.

On motion of Hon. the Minister of Finance and Customs, Committee of the Whole on Supply was deferred.

Pursuant to order, and on motion of Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill to amend the Act 6, Ed. VII., cap. 15, entitled "An Act respecting the Regulation of Mines."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to notice, and on motion of Sir E. P. Morris, the Bill, entitled "An Act to prohibit the Prosecution of the Labrador Fishery in Steam Vessels," was read a second time, and ordered to be referred to Committee of the Whole on to-morrow.

On motion of Hon. Minister of Agriculture and Mines, Committee of the Whole to consider certain resolutions on the subject of a Model or Experimental Farm, was deferred.

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries:—

(1) If the Game Preservation and Inland Fisheries Board has been appointed in accordance with the provisions of the Act 6, Edward the VII., cap. 20;

(2) If so, to state the names of the members of the said Board;

(3) If not, to explain the reasons why said Board has not been appointed, and whether it is the intention of the Government to appoint said Board before the coming game season;

(4) Whether any steps have been taken by the Hon. the Minister of Marine and Fisheries to make inquiries and researches upon and in relation to the preservation and improvement of game birds in this Colony, and to the preservation and protection of deer and other game and fur-bearing animals, and for the preservation and improvement of the Inland Fisheries; and

(5) If any correspondence has been received from any Game Protection Society, or any other person with regard to the appointment of said Board, and, if so, to lay a copy of said correspondence on the table of the House?

Mr. Winsor gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries what became of the dredge Lynx, where are her boilers and engines and what steps have been taken to replace her?

Mr. Cashin gave notice that he would, on to-morrow, ask the Right Hon. the Premier if the Government Engineer held any inquiry into the fatal accident at Grand Falls in which four men lost their lives; if so, what recommendations did he make to prevent a further accident of a similar character and to lay on the table of this House a copy of said report?

Also, that he would ask the Right Hon. the Premier to lay on the table of this House a copy of the report, if any, made by the Government Engineer under the Mining Act, with such recommendations that he may have made to prevent the occurrence of fatalities in connection with that industry.

Also, that he would ask the Right Hon. the Colonial Secretary to lay on the table of this House a copy of the annual report of the Medical Superintendent of the Lunatic Asylum and also the report of the Lunatic Asylum Board of Commissioners.

Also, that he would ask the Hon. Minister of Marine and Fisheries:

(1) What position is Mr. Mair filling at present;

(2) If any dispute arose between any of our local inspectors or any firms in St. John's could Mr. Mair be called to decide the said disputes;

(3) How are the Scotch cured herring branded; are they inspected by Mr. Mair and branded under his supervision; if "Nfld." is branded on the packages with date of month and year packed;

(4) How many Scotch herring barrels were imported by Mr. Flett, 1906, 1907, and if same were admitted duty free;

(5) How many local inspectors of packed fish have we in this Colony, and if same are sworn;

(6) How are the local herring branded in St. John's; if they are branded No. 1 and No. 2 large, No. 1 and No. 2 small, and if the inspector's name is on each package;

(7) Also, are salmon branded Nos. 1, 2 and 3 large, and Nos. 1, 2 and 3 small, or branded prime salmon?

Mr. Moulton gave notice that he would, on to-morrow, ask the Right Hon. the Premier if he is prepared to consider the feasibility of making provision for the encouragement of a steamer to ply between Halifax, Sydney and points along the South West Coast of this Island, as the S.S. Harlaw plies along the West Coast.

Also, that he would ask the Right Hon. the Colonial Secretary if the Government has undertaken to subscribe to, or purchase from D. W. Prowse, Esq., a number of copies of a School History, which he has in preparation, if so, to state the number of copies, and the price?

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

The House then adjourned accordingly.

WEDNESDAY, February 5th, 1908.

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

Petitions were presented by

Hon. Minister of Marine and Fisheries, from residents of Spaniard's Bay, re wharf.

Mr. Dwyer, from residents of Flat Rock, re road.

Mr. Morison, from residents of Flat Islands, St. Brendan's and Gooseberry Island, re lighthouse.

Mr. Moulton, from residents of Burgeo, re well.

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

In reply to a question by Mr. Cashin, Hon. the Minister of Marine and Fisheries laid upon the table of the House the regulations as to the branding of herring packed by the Scotch method.

Pursuant to notice, and on motion of Hon. Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole to consider certain resolutions on the subject of a Model or Experimental Farm.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had considered the matter to them referred, and had passed the resolutions with some amendment, and recommended that a Bill be introduced to give effect thereto.

On motion that the report be adopted, the following amendments were proposed by Sir E. P. Morris, seconded by Mr. Cashin:—

Resolved,—That an enquiry be made by the Department of Agriculture and Mines with a view of ascertaining if it is not desirable to revive the policy of the payment of a bonus for the clearing of land in this colony to parties settled on the land under such conditions as to the setting of crops in the land so cleared as may be prescribed by the Department of Agriculture and Mines.

Resolved,—The Minister of Agriculture and Mines shall cause to be prepared a primer on agriculture suitable to the requirements of the Colony, which primer may be taught in the public schools of the Colony under such regulations as may be prescribed by the School Inspectors.

On motion the House divided, and there appeared for the amendments—Sir E. P. Morris, and Messrs. Cashin, Moulton, Morison, Blandford (5); and against—Sir R. Bond, Hons. J. M. Kent, E. M. Jackman, J. A. Clift, E. Dawe, H. Gear, and Messrs. Gushue, Ellis, Dwyer, Barnes, Maddock, Earle, Roberts, Clapp, Martin and Bonia (16); so the amendments passed in the negative.

The original motion being then put was carried, and it was ordered that the report be adopted and that a Bill be introduced to give effect to the resolutions.

The said Bill was then read a first time and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of Hon. Minister of Agriculture and Mines, the Bill to amend the Act 6, Ed. VII., cap. 15, entitled "An Act respecting the Regulation of Mines," was read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and sent to the Legislative Council, with a message requesting their concurrence in its provisions.

On motion of Hon. Minister of Finance and Customs Committee of the Whole on Supply was deferred.

Pursuant to order, and on motion of Sir E. P. Morris, the House resolved

itself into Committee of the Whole on the Bill entitled "An Act to prohibit the Prosecution of the Labrador Fishery in Steam Vessels."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Mr. Speaker informed the House that he had received a message from the Legislative Council acquainting the House of Assembly that they had passed the resolutions sent up in relation to the Modus Vivendi entered into between His Majesty's Government and the Government of the United States of America in respect of the conduct of the fishery on the West Coast of Newfoundland without amendment.

By command of His Excellency the Governor, Hon. the Minister of Finance and Customs laid upon the table of the House

Civil Government Estimate.

Estimate for Premiums and Interest on Public Debt.

Estimate of Pensions.

And also laid upon the table statements of Public Works, Trust Funds for the year ending 30th June, 1907.

Special Vote Trust, 1906-7.

Game License Trust. 1906-7.

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

(1) If any correspondence has been received from any game Protection Society, or any other person with regard to the appointment of the Game Preservation and Inland Fisheries Board, provided by the Act 6, Edward VII., cap. 20, and

(2) If so, to lay a copy of said correspondence on the table of the House.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Agriculture and Mines if the Government Engineer held an enquiry into the fatal accident at Grand Falls in which four men lost their lives; if so, what

recommendations did he make to prevent a further accident of a similar character, and lay on the table of this House a copy of said report?

Also, that he would ask the Hon. Minister of Agriculture and Mines to lay on the table of this House a copy of the report, if any, made by the Government Engineer under the Mining Act, with such recommendations that he may have made to prevent the occurrence of fatalities in connection with that industry?

Also, that he would ask the Hon. Minister of Agriculture and Mines to lay on the table of this House a copy of the agreement or agreements respecting the lease or purchase of the Hutchings' farm, and a statement of the expenditure on all erections thereon, and of the amount paid for the construction of the new road thereto; also, to ask the Hon. Minister of Agriculture and Mines if he purchased the farm on Topsail Road, recently occupied by Mr. Bowcock, for the Government; if so, what price was paid for it, and for what purpose it is designed?

Also, that he would ask the Hon. Minister of Finance and Customs to lay on the table the reports of the Auditor General:

- (1) On the Appropriation and Revenue Acts;
- (2) On expenditure under 33 B of the Audit Act.

Also, that he would ask the Hon. Minister of Public Works if any complaint or representation was made to him by or on behalf of the resident physician or matron of the Lunatic Asylum with regard to the female patients being insufficiently clad, or with regard to any other matters respecting which there was a disagreement between the resident physician and the matron; and what action, if any, taken by his department with respect thereto?

Also, that he would ask the Hon. Minister of Finance and Customs to lay on the table of this House a list of the Custom Houses visited by him on his tours of inspection the past seven years; did he regularly examine and audit the books, accounts and cash of the Custom House, and if not, why not? And furthermore, if he did not, what did his inspection consist of; how many Inspectors are there in connection with the Custom House; what are the salaries paid each; what inspection duties did they perform, and to lay on the table the reports, if any, of these Inspectors on the inspection of outport Custom Houses by them the past three years?

Also, that he would ask the Hon. Minister of Public Works how many trees were planted around the General Hospital that cost \$1,200, and how many are now alive, and if it is the intention of the Public Works Department or any other Department of the Government to import others to replace those that have failed?

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

- (1) If he has read the editorial matter that appeared in the *Evening*

Chronicle under dates of December 4, 5, 6, 7, 16, 17 and 18th, and January 6th, in which it was alleged:

(a) That "a compact exists between the Laurier and Bond Cabinets on "the West Coast fishery dispute which may really end in our Colony being "merged into the Dominion?"

(b) That after the closing of the present session of the Legislature "The "Premier will proceed to Ottawa to confer with the Dominion Cabinet respect- "ing the preparation of the case which the two Colonies will have to submit, "jointly or severally, to the Hague Tribunal?"

(c) That "Sir Robert Bond may aspire to high position in Canadian Coun- "cils as a return for bringing about Confederation?"

(d) That "Sir Robert Bond and Sir Wilfred Laurier have reached an un- "derstanding, and that the former will visit Ottawa in the near future, ostensi- "bly to discuss the preparation of the joint case for the Hague Tribunal, but "also to deal with the matter of the union of this Colony with the Dominion?"

(2) If there exists any understanding or compact between the Govern- ment of this Colony and the Dominion Government in relation to the reference of the West Coast Fishery dispute to the Hague Tribunal, and if such exists, to state what the understanding is?

(3) If it is his intention to shortly visit Ottawa?

(4) Whether he ever entertained an intention of visiting Ottawa in con- nection with the reference to the Hague or in reference to the subject of the union of this Colony with the Dominion of Canada?

(5) If he had any correspondence or verbal negotiations with Sir Wilfred Laurier or any other member of his Cabinet, directly or indirectly, on the sub- ject of Confederation?

(6) If his views have undergone any change since he publicly declared at a banquet in London in June last that in his opinion union between this Colony and the Dominion of Canada was neither desirable nor within the region of practical politics at the present time?

(7) How he could account for the statements that have appeared in the newspapers in reference to his alleged proposed visit to Canada?

Mr. Moulton gave notice that he would, on to-morrow, ask the Hon. Minis- ter of Finance and Customs if the debenture bonds of large denomination pro- vided for by an Act of the House last Session have yet been supplied to him, and if so, when they are to be issued to the public; what has been the cause of the delay and what is the cost of printing such debentures?

Also, that he would ask the Right Hon. the Premier if he is aware that the House of Assembly in 1904 adopted a resolution in favor of the Government appointing an Agricultural Commission; if such Commission was appointed; if

so, to lay on the table of this House a copy of the report, and if it was not appointed, to state why?

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

The House then adjourned accordingly.

THURSDAY, February 6th, 1908.

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

Petitions were presented by

Mr. Gushue (M.P.W.), from residents of Bay Bulls Arm, re a waiting room.

Mr. Gushue (M.P.W.), from residents of Deer Harbor, re road.

Mr. Gushue (M.P.W.), from residents of Burgoynes Cove, re road.

Mr. Gushue (M.P.W.), from residents of Smith Sound, re road.

Mr. Earle, from residents of Seldom Come By, re drain.

Mr. Earle, from residents of Seldom Come By, re road.

Mr. Earle, from residents of Seldom Come By, re bridge.

Mr. Earle, from residents of Eastern Tickle, re mooring chain.

Mr. Lewis, from residents of Harbor Main, re buoy.

Mr. Bonia, from residents of Come-by-Chance, re road.

Sir R. Bond, from residents of Twillingate, re Electric Light Company.

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

Right Hon. the Premier laid upon the table of the House the Report of the Cashier of the Newfoundland Savings Bank, 1907.

Hon. the Minister of Finance and Customs laid upon the table of the House the Report of the Auditor General on the Appropriation and Revenue Accounts.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to order, and on motion of Hon. the Minister of Agriculture and Mines, the Bill, entitled "An Act to Establish an Experimental Station and Model Farm," was read a second time, and ordered to be referred to a Committee of the Whole on to-morrow.

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. Minister of Finance to lay on the table a detailed statement:

(1) The expenditure of the vote of \$500 for newspapers, under the head of Legislative Contingencies for the years 1905-6-7; and

(2) Of the expenditure of vote of \$750 for sundries under the same head for the years 1905-6-7.

Sir Edward Morris gave notice that he would, on to-morrow, ask the Right Hon. the Premier, following on my notice of question to him on January 23rd, and his reply to me on January 24th, in relation to the Conference of Delegates representing the various West India Islands being held at Barbados, if his attention has been drawn to the answer of the Hon. W. S. Fielding, Minister of

Finance, given by that Minister in the House of Commons at Ottawa on January 24th, 1908, as follows:

"Information reached us some time ago that a Conference of the Delegates, representing the various West India Islands, was about to be held at Barbados, and the suggestion was offered that the time was opportune for a representative of the Government of Canada to meet these gentlemen, and that perhaps, out of the discussion, something in the way of closer and better trade relations may be brought about. Responding to that suggestion, without any definite plan, which was offered by Sir Daniel Morris, the Imperial Commissioner of Agriculture for the West Indies, the Government appointed Mr. W. G. Parmelee, Deputy Minister of Trade and Commerce, and Mr. A. E. Jones, the well-known West India merchant, of Halifax, to attend the Conference. They proceeded to Barbados, and are now attending the Conference. Possibly at this moment the Conference may be over, but we have not yet been advised as to its results."

And if he is now in a position to state whether the Government of this Colony has any information to communicate to the Legislature in relation to the matter?

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Public Works to lay on the table of this House a copy of all tenders received for the supplying of coal, groceries, beef, milk, butter, for the use of the public institutions, namely: General Hospital, Penitentiary, Fever Hospital, Lunatic Asylum, Poor Asylum, for the years, 1905, 1906, 1907, 1908?

Also, that he would ask the Right Hon. the Premier if he can state the present condition of the negotiations of the Fishery Question to the Hague Arbitration and can he state when it is likely the arbitration will take place?

Also, that he would ask the Minister of Finance and Customs how many uniforms are allowed every official of his department each year; who imports the material from which the uniforms are made, and what is the price charged to the department for each and every uniform?

Also, that he would ask the Right Hon. the Premier if the Hon. James M. Kent still holds the office of Acting Minister of Justice; if not, has any person been appointed to fill that office, either acting or permanent, and if so, to state the name of such person?

By command of His Excellency the Governor, Hon. Minister of Finance and Customs laid upon the table of the House the Estimate for Supplementary Supply.

Hon. the Minister of Finance and Customs gave notice that he would, on Tuesday next, move the House into Committee of the Whole on Ways and Means.

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

The House then adjourned accordingly.

FRIDAY, February 7th, 1908.

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

Petitions were presented by

Mr. Roberts, from residents of Twillingate, on subject of a wharf.

Mr. Roberts, from residents of Twillingate, on subject of road to cemetery.

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

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

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

Mr. Sullivan, from residents of Placentia West, on subject of a breakwater.

Mr. Kent, from residents of Pouch Cove, on subject of a road.

Mr. Kent, from residents of Middle Cove, on subject of a road.

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

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

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

Mr. Miller, from residents of Trinity, Bonavista and Twillingate, on subject of Coastal Service.

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

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

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

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

Civil Government	\$122,198.33
General Election	40,000.00
Public Debt (premium and management)	30,000.00
Administration of Justice	165,512.68

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

The chairman of committee then reported the following resolution, which was read:

Pensions \$12,856.00

The said resolution being read a second time, it was ordered that a Bill be introduced to give effect thereto.

The said Bill was then read a first time, and ordered to be read a second time on to-morrow.

Pursuant to order, and on motion of Sir Edward Morris, the Bill, entitled "An Act to Prohibit the Prosecution of the Labrador Fishery in Steam Vessels," was read a third time and passed and it was ordered that it be engrossed, being entitled as above, and sent to the Legislative Council, with a message requesting their concurrence in its provisions.

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

Railway Arbitration Awards, 1906-1907.

Coal Exploration Trust, 1906-1907.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to order, and on motion of Hon. the Minister of Agriculture and Mines, the House resolved itself into Committee of the Whole on the Bill, entitled "An Act with respect to the Establishment of an Experimental Station and Model Farm."

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

The Resolutions on the Modus Vivendi of 1907, having been concurred in by the Legislative Council, it was ordered that they be presented to His Excellency the Governor, by such members of this House as are of His Excellency's Council, for transmission to the Right Honourable His Majesty's Principal Secretary of State for the Colonies.

Mr. Morison gave notice that he would on to morrow ask the Right Hon. the Premier:

(1) If any charge of any kind has been preferred by any person against Mr. Stone, late Sub-Collector of Customs at Fogo;

(2) If so, has Mr. Stone asked for an investigation of said charge;

(3) Have any petitions or correspondence been received from the inhabitants of Fogo or vicinity with reference to the removal of Mr. Stone;

(4) If so, to lay a copy of same on the table, and;

(5) To lay on the table a copy of all correspondence connected with or bearing on the removal of Mr. Stone?

Also that he would ask the Hon. Minister of Public Works to lay on the table:

(1) A copy of return of expenditure on Main Line Bridge at Blackhead (Bay de Verde District) in 1903-4, made by Joseph King, and;

(2) A copy of return of expenditure on main line of road at Blackhead, made by Joseph King in 1905-6, and by the County Council in 1907?

Mr. Cashin gave notice that he would on to-morrow ask the Right Hon. the Premier if he has read the article that appeared in the *Evening Chronicle*, Wednesday evening last, which is stated to be a reprint, copied from the *Evening Telegram*, of March 9th, 1889, of a speech delivered by him in the House of Assembly on March 3rd and 4th. And if he is still of opinion that the Bait Act is a worthless measure, introduced at the instance of the merchants of Water Street, to attain their own selfish interest, and a sacrifice of the fishermen of the Colony. If he ever promised to repeal the said Bait Act. If he ever performed that promise, and if not, why not. If he is prepared to repeal or suspend the Bait Act at the present time, in accordance with the views then expressed. If he still believes that Reciprocity will mean "the admission of \$150,000 worth of fish and oil to the United States," and if he is prepared to abandon further attempt to secure Reciprocity, and allow our fishermen to resume their former relations with the United States?

Also, that he would ask the Hon. Minister of Finance and Customs if there is not a temporary loan outstanding with relation to the Railway Award, and if so, what is the amount thereof, and what amount of debentures have been sold towards the paying off said loan?

Also, that he would ask the Hon. Minister of Agriculture and Mines to lay

on the table of this House a statement showing if any rights were conveyed under the Crown Land's Act to any of the public lands or timber of this Colony during the months of October, November, December, whether by grant, license, loan or otherwise, and showing the names of the granted licenses or lease, the location of the land or timber, and the quantity or area of land or timber affected?

Mr. Moulton gave notice that he would, on to-morrow, ask the Right Hon. the Premier if in connection with the purchase by the Government of 6,000 copies of a School History, prepared by Judge Prowse, if there is any agreement, and has the books to be approved by the educational authorities of this Colony; if so, to lay on the table of this House a copy of this agreement. Are the books at present in course of publication, if so, is the Government insisting upon this condition as to approval of the book. Has any advance of money been made to Judge Prowse on account of said book; if so, how much?

Also, that he would ask the Right Hon. the Premier if he has any copies of Consular, or other reports bearing on the marketing of codfish in foreign markets; if so to lay copies of the same on the table of this House?

Right Hon. the Premier gave notice that he would, on to-morrow, move the suspension of the Rules of the House in respect to all Bills to come before the House during the remainder of the Session.

It was moved and seconded that when the House rises it adjourn until Tuesday, February 11th, at four o'clock, and it was so ordered.

The House then adjourned accordingly.

TUESDAY, February 11th, 1908.

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

Petitions were presented by:

Mr. Sullivan, from residents of St. Kyran's and Presque, re road.

Mr. Miller, from residents of Hant's Harbor, re wharf.

Mr. Miller, from residents of Trouty, re road.

Mr. Miller, from residents of Green's Harbor, re road.

Mr. Clapp, from residents of St. Barbe district, re telegraphs.

- Mr. Clapp, from residents of Seal Cove, re port of call.
- Mr. Morison, from residents of Clarke's Beach, re well.
- Mr. Earle, from residents of Musgrave Harbor, re mail service.
- Mr. Earle, from residents of Joe Batt's Arm, re mail service.
- Mr. Earle, from residents of Joe Batt's Arm, re road.
- Mr. Earle, from residents of Gander Bay, re removal of post office.
- Mr. Earle, from residents of Clarke's Head, re wharf.
- Mr. Earle, from J. B. Wheeler, re pension.
- Mr. Morison, from residents of Seal Cove, re telegraph.
- Mr. Lewis, from residents of Avondale, re road.
- Mr. Moulton, from residents of Petites, re road.
- Mr. Maddock, from residents of Carbonear, re road.
- Mr. Dwyer, from residents of St. John's, East and West, re manufacture of peat.

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

A petition was presented by Sir E. P. Morris from residents of Twillingate on the subject of the incorporation of an electric light company. Ordered that this petition be received and referred to a Select Committee.

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

SUPPLEMENTARY SUPPLY.

Civil Government.....	\$16,300.00
Administration of Justice.....	15,950.00
Legislation.....	2,320.00
Public Charities.....	4,700.00
Agriculture and Mines.....	3,210.46
Marine and Fisheries.....	16,451.85
Public Works.....	5,250.00
Post Office.....	25,000.00
Customs.....	2,000.00
General Contingencies.....	18,702.00

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

In reply to a question by Mr. Cashin, Hon. the Minister of Agriculture and Mines laid upon the table of the House a statement showing what rights were conveyed under the Crown Lands' Act to any of the public lands or timber of this Colony during the months of October, November, December, whether by grant, license, loan or otherwise, and showing the names of those granted licenses, or lease, the location of the land or timber, and the quantity or area of land or timber affected.

Pursuant to notice, and on motion of Right Hon. the Premier, it was ordered that the Rules of the House be suspended.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

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

Pursuant to order, and on motion of Hon. the Minister of Agriculture and Mines, the Bill, entitled "An Act in respect to the Establishment of a Model Farm," was read a third time, and passed, and it was ordered that it be engrossed, being entitled as above, and sent to the Legislative Council with a message requesting their concurrence in its provisions.

On motion of Hon. the Minister of Finance and Customs, Committee of the Whole on Supply was deferred.

Pursuant to order, and on motion of Hon. the Minister of Finance and Customs, the Bill, entitled "An Act respecting Certain Retiring Allowances," was read a second time, referred to Committee of the Whole and adopted without amendment, read a third time and passed, and it was ordered that it be engrossed, being entitled as above, and sent to the Legislative Council with a message requesting their concurrence in its provisions.

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

Balance Sheet, Treasury Accounts, 1906-7.

Statement Current Account, 1906-7.

Public Debt Account of June 30th, 1907.

Statement, Teacher's Pension Fund, 1906-7.

Detailed Statement of Expenditure for the year 1907.

Mr. Speaker informed the House that the following members would form the Select Committee on the Twillingate Electrical Company's Bill:—

Sir E. P. Morris, Hon. J. A. Clift, Dr. Lloyd, Mr. Moulton, Mr. Roberts, Mr. Hutchings.

Mr. Cashin gave notice that he would, on to-morrow, ask the Right Hon. Colonial Secretary to lay on the table of this House a detailed statement of all fees paid into his office or department since March, 1900, and if same amounts are placed to the credit of the Colony.

Also that he would ask the Hon. Minister of Finance and Customs to lay on the table of this House a statement showing the shortage in his department since 1900; also the amounts paid on account of the criminal prosecution in connection therewith and the amounts paid the special auditors, G. N. Reid & Sons, for the enquiry they conducted in relation thereto.

Mr. Morison gave notice that he would, on to-morrow, ask the Hon. Minister of Public Works to lay on the table:

(1) A copy of return of expenditure on main line bridge at Blackhead, Bay de Verde District, in 1903-4, made by Joseph King, and

(2) A copy of return of expenditure on main line of road at Blackhead, made by Joseph King in 1905-6, and by the County Council in 1907?

Also that he would ask the Hon. Minister of Agriculture and Mines to lay on the table a statement showing:

(1) The names of all applicants in Twillingate District for bonus for clearing land during the years 1905-6-7;

(2) Quantity of land to be cleared named in each application;

(3) The amount of land certified to have been cleared upon each application;

(4) The amount of bonus paid to each applicant, and

(5) The name of the Surveyor who granted the final certificate upon each application?

Also, that he would ask the Right Hon. the Premier to lay on the table:

(1) The report of the late Inspector General McCowen with regard to the management of the Lunatic Asylum in connection with charges made against Dr. J. Sinclair Tait, or a copy of same?

Also, that he would ask the Right Hon. the Premier to lay on the table of the House:

- (1) A detailed statement of the sum of \$493.02 paid to John Deer on account of Government building at Carbonear on or about 1905;
- (2) A detailed statement of the sum of \$1837.35 paid to Martin Bros. on account of said building at about said time;
- (3) Who was the foreman in charge of construction of said building;
- (4) What rate of wages was he paid per day;
- (5) Was his board paid by the Government in addition to his wages, and
- (6) How much was paid for said board?

Mr. Morison, to ask the Hon. the Premier:

- (1) What was the total cost of the clock supplied by Joseph Roper to the Carbonear Post Office in 1905;
- (2) Did Mr. Roper give or furnish any guarantee that said clock would be kept in order and would keep correct time;
- (3) Has said clock been keeping correct time since it was put in place; and
- (4) Have any steps been taken to compel Mr. Roper to keep said clock in repair, so that it should keep correct time?

Also, that he would ask the Hon Minister of Public Works to lay on the table a detailed statement:

- (1) Of the expenditure of all special grants for public works in the District of Carbonear during the years 1904-5-6 and 7, showing the names of the persons who had control of the expenditure of said grants?

Also, that he would ask the Hon. Minister of Marine and Fisheries to lay on the table of the House:

- (1) A detailed statement of all expenditure upon the public wharf at Carbonear during the years 1904-5-6-7?

Also, that he would ask the Hon. the Minister of Finance to lay on the table a detailed statement showing:

- (1) The amount of stock purchased under and in accordance with the Act 58 Vic., cap. 13, section 5, from the 15th day of June, 1899, to the 15th day of Dec., 1907, both dates inclusive;
- (2) The prices at which stock was purchased;

(3) Whether any British Government consolidated annuities have been purchased under said Act, and

(4) If so, in whose names were said annuities purchased?

Also, that he would ask the Hon. Minister of Agriculture and Mines:

(1) To lay on the table a detailed statement of all awards made in connection with opening of new street at Carbonear, and of all amounts paid to date in connection with said street, including amounts paid to Leander Pike, the Government arbitrator;

(2) What amount has been voted by this House for the opening of said street;

(3) What amount of said vote remains unexpended at this date;

(4) Has all the land which is required for said street been paid for;

(5) If not, to state the names of the owners of land who have not been compensated?

Mr. Moulton gave notice that he would, on to-morrow, ask the Minister of Marine and Fisheries for a detailed statement of the cost of lighthouse at Salmon Cove Point, Harbor Main District, to date, whether the work is completed, the name of the keeper, and the amount of his salary?

Also, that he would ask the Right Hon. the Premier if he has any communications from the DeForest, Fessenden, or any other Wireless Telegraphy Company, with a view to establishing stations in this Colony, and to lay copies on the table of this House, with copies of Government's replies thereto; also, what financial returns this Colony is receiving from the Marconi Co. for the monopoly granted to it, and what payments have been received from the said Marconi Co. to date?

Mr. Moulton, to ask the Right Hon. the Premier if, in connection with the increased appropriation for education, the Government has made any special provision for encouragement of the teaching of navigation in the schools of this Colony?

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

The House then adjourned accordingly.

THURSDAY, February 13th, 1908.

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

Petitions were presented by

Mr. Clift, from residents of Green Bay, on subject of port of call.

Mr. Clift, from residents of St. Patrick's, on subject of a road.

Mr. Clift, from residents of St. Patrick's, on subject of a wharf.

Mr. Shea, from residents of Outer Cove, Logy Bay, and Pouch Cove, on subject of a road.

Mr. Shea, from residents of Bell Island, on subject of a lighthouse.

Mr. Clapp, from residents of Bear Cove, on subject of port of call and post office.

Mr. Clapp, from residents of Coachman's Cove, on subject of a wharf.

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

Mr. Moulton, from residents of Burnt Island, on subject of a lighthouse.

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

Mr. Martin, from residents of St. Jacques, on subject of a road.

Mr. Martin, from residents of Garnish, on subject of telegraph.

Mr. Martin, from residents of Garnish, on subject of telegraph.

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

Mr. Lloyd, from residents of South West Arm, on subject of telegraph.

Right Hon. the Premier, from residents of Fortune Harbor, on subject of a wharf.

Right Hon. the Premier, from residents of Virgin Arm, on subject of a wharf.

Right Hon. the Premier, from residents of Virgin Arm, on subject of a wharf.

Right Hon. the Premier, from residents of Pilley's Island, on subject of a wharf.

Right Hon. the Premier, from residents of Head's Harbor, on subject of separate road board.

Right Hon. the Premier, from residents of Norris' Arm, on subject of a ferry.

Right Hon. the Premier, from residents of Card's Harbor, on subject of a road.

Right Hon. the Premier, from residents of Indian Cove, on subject of a road.

Mr. Carty, from residents of Stephenville, on subject of a bridge.

Mr. Blandford, from residents of Keels, on subject of a wharf.

Mr. Blandford, from residents of Keels, on subject of a road.

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

Mr. Blandford, from residents of Sandy Cove, on subject of a road.

Mr. Blandford, from residents of Tickle Cove, on subject of a safety rail.

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

Mr. Blandford, from residents of Southern Bay, on subject of a road to cemetery.

Mr. Blandford, from residents of Valleyfield, on subject of a road.

Mr. Blandford, from residents of Tinker's Island, on subject of a road.

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

Mr. Blandford, from residents of Plate Cove, on subject of repairs to road.

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

Right Hon. the Premier laid upon the table of the House a statement of the revenue of the Municipal Council for year 1907, also a statement of the expenditure of Municipal Council, 1907, also balance sheet of Municipal Council, 1907; also estimate of revenue of Municipal Council for 1908, also estimated expenditure of Municipal Council for 1908, also Municipal Council's accounts for year 1907; also report of R. Elliott Cooper, Esq., on the proposed Newfoundland "Short Line" Railway, together with plan of survey of same.

In reply to a question by Mr. Moulton, Hon. the Minister of Marine and Fisheries laid upon the table of the House a detailed statement of the cost of light house at Salmon Cove Point, Harbor Main District, to date, and showing whether the work is completed, the name of the keeper, and the amount of his salary.

On motion of Hon. the Minister of Finance and Customs Committee of the Whole on Ways and Means was deferred.

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

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had considered the matter to them referred, and made some progress, passing certain resolutions.

Ordered that the report be adopted.

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

New Lighthouses.....	\$10,000.00
Roads and Marine Works.....	65,354.42

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

Mr. Speaker informed the House that he had received a message from the Legislative Council, acquainting the House that they had passed the Bill sent up, entitled "An Act for the Encouragement of Shipbuilding," with some amendments, in which they request the concurrence of the House of Assembly.

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

Mr. Speaker also informed the House that he had received a message from the Legislative Council, acquainting the House that they had passed the Bill sent up, entitled "An Act to amend the Act 6 Ed. VII., cap. 15, entitled 'An Act Respecting the Regulation of Mines,'" without amendment.

On motion of Hon. the Minister of Finance and Customs, the House resolved itself into Committee of the Whole on Ways and Means.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

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

The said report was received, and on motion that this report be adopted, the following resolution was proposed by Sir Edward Morris, seconded by Mr. Moulton:

WHEREAS, from the financial statements of revenue and expenditure in relation to the public affairs of the Colony laid before this committee it is apparent that a surplus of revenue over expenditure will take place in the year 1908-9; and

WHEREAS it is desirous to so adjust the present tariff as to prevent its being oppressive to the fishing and laboring classes of the Colony, and with a view of discriminating sufficiently in their favor,

Be it resolved that the following articles be added to the free list:—Moist Sugars, Tea.

And the following resolution was proposed by Mr. Maddock in amendment of Sir Edward Morris' resolution:

That this committee, while of opinion that it is desirable that tea and sugars should be placed on the free list as soon as possible, such being a complement of that policy that the present Government has already brought into force, and which aims at providing a free breakfast table for the poor by taking the duty off all articles of his food consumption, is also of the opinion that the amendment proposed by Sir Edward Morris falls very short of the desire and intention of the Government;

Resolved,—That in view of the great reduction that has already been made in taxation, and of the contemplated obligation to be assumed in connection with the Fishermen's Old Age Pension Scheme in the near future, this committee is of opinion that the alteration in the tariff proposed by Sir Edward Morris is calculated to render impossible the carrying out of that philanthropic measure and cannot therefore be supported by this committee.

On motion the House divided, and there appeared for Mr. Maddock's amendment—Right Hon. the Premier, Hons. E. M. Jackman, J. A. Clift, E. Dawe, and Messrs. Lloyd, Miller, Scott, Ellis, Dwyer, Lewis, Oke, Maddock, Earle, Roberts, Clapp, Carty and Martin (17); and against—Sir Edward Morris, and Messrs. Moulton, Blandford and Cashin (4); so the amendment proposed by Mr. Maddock passed in the affirmative, and it was ordered accordingly.

The original motion that the report be adopted, being then put, was carried, and it was ordered that a Bill be introduced to give effect to the said resolutions.

The said Bill was then read a first and second time, referred to Committee of the Whole and adopted without amendment, read a third time and passed, and it was ordered that it be engrossed, being entitled "An Act to amend the Revenue Act, 1905," and sent to the Legislative Council, with a message requesting their concurrence in its provisions.

On motion of Hon. the Minister of Finance and Customs the House resolved itself into Committee of the Whole on Ways and Means.

Mr. Speaker left the chair.

Mr. Barnes took the chair of committee.

Mr. Speaker resumed the chair.

The chairman from the committee reported that they had passed certain resolutions, which were read a first time as follows:

Resolved,—That towards making good the Supply granted to His Majesty on account of certain expenses of the Public Service for the financial year ending June 30th, 1908, the sum of \$185,247.78 be granted out of the Consolidated Revenue Fund of the Colony;

Resolved,—That towards making good the Supply granted to His Majesty on account of certain expenses of the Public Service for the financial year ending June 30th, 1909, the sum of \$1,653,208.01 be granted out of the Consolidated Revenue Fund of the Colony;

Resolved, That notwithstanding anything in any law to the contrary it shall be lawful for the Governor-in-Council, in case of the districts or neighbourhoods having Local Boards or Councils, to authorize the payment at any time after the 30th day of June, 1908, to such Local Boards or Councils of all the monies voted in respect of such districts or neighbourhoods for public charities and for roads, bridges and ferries in Schedule B., and all such monies when paid them as aforesaid may be expended by such Boards or Councils for such local needs and requirements as the Boards or Council may determine;

Resolved,—The monies hereby appropriated shall be paid by the Minister of Finance and Customs in discharge of such warrants as may from time to time be drawn by the Governor for the purpose;

Resolved,—That a Bill be introduced to give effect to these resolutions.

The said resolutions were then read a second time and agreed to, and the "Public Service Bill" was introduced, read a first and second time, referred to Committee of the Whole and adopted without amendment, read a third time and passed, and it was ordered that it be engrossed, being entitled "An Act for granting to His Majesty certain sums of money for defraying certain expenses of the Public Service for the financial years ending respectively the 30th day of June, 1908, and the 30th day of June, 1909, and for other purposes relating to the Public Service," and that it be sent to the Legislative Council, with a message requesting their concurrence in its provisions.

Mr. Cashin gave notice that he would, on to-morrow, ask the Hon. Minister of Finance and Customs to lay on the table of this House a statement showing the amounts, if any, received by his Department from the Anglo-Newfoundland Development Company since the passage of the Act, 1905, granting that Company concessions at Grand Falls?

Also, that he would ask the Hon. Minister of Finance and Customs to lay on the table of this House a statement showing the nature of the temporary

loans from the Bank of Montreal, amounting to \$422,000, as shown by his Budget Speech, the rate of interest paid thereon, and total amount of interest paid to the Bank of Montreal since these several loans were raised; and to state why he does not consolidate these loans with the funded public debt of the Colony, and to show what savings have been effected thereby?

Mr. Carty gave notice that he would, on to-morrow, ask the Right Hon. Colonial Secretary:

(1) Have any fishermen been fined or imprisoned at Bay of Islands in connection with the enforcement of the Bait Act during the seasons 1905, 1906, 1907?

(2) If so, how many? What was the amount of the fine, or the term of imprisonment?

(3) What was the result of the appeal to the Supreme Court in the case against Crane and DuBois for breach of the Bait Act?

(4) Did they give notice of their intention to appeal to the Privy Council, and is the appeal likely to come before that tribunal; if so, when; if not, why?

(5) Have the amounts of the fines and costs of appeal been paid; if so, when, and by whom?

(6) Is it true, as reported, that both these fishermen have been paid for any loss they might have sustained; if so, was the amount paid by the Government of this Colony; if not, by whom?

(7) Has there been any correspondence between the Government of this Colony and His Majesty's Government in relation to the appeal of the Privy Council, or as to the payment of the fines and costs of appeal therein; if so, to lay on the table of this House a copy of said correspondence?

Also, that he would ask the Rt. Hon. the Premier to lay on the table of the House a copy of all correspondence that has passed between the Colonial Secretary and the Auditor General during the past four years in relation to the public accounts?

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

The House then adjourned accordingly.

FRIDAY, February 14th, 1908.

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

Petitions were presented by

Mr. Blandford, from residents of Happy Adventure, re road.

Mr. Blandford, from residents of Tickle Cove, re road.

Mr. Blandford, from residents of Cape Freels, re landing place.

Mr. Blandford, from residents of Hollett's Cove, re road.

Mr. Blandford, from residents of Bonavista, re extension of railway.

Sir Edward Morris, from residents of Brigus, re rules and regulations of public wharf.

Mr. Carty, from residents of Lark Harbor, re public wharf.

Mr. Carty, from residents of Boswarlis, re road board.

Mr. Cashin, from residents of The Goulds, re post office.

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

Mr. Speaker informed the House that he had received a message from the Legislative Council, acquainting the House that they had passed the Bill sent up, entitled "An Act with respect to Compensation to Workmen for Injuries Suffered in the Course of their Employment," with some amendments, in which they request the concurrence of the House of Assembly.

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

Sir E. P. Morris, the chairman of the Select Committee on the Twillingate Electrical Company's Bill, presented the report of the said committee, which was read by the Clerk as follows:—

HOUSE OF ASSEMBLY,
February 14th, 1908.

TO HIS HONOR THE SPEAKER,—

The Select Committee appointed to consider the petition of Arthur G. Ashburn, John W. Froude and other residents of Twillingate, praying for an Act of Incorporation under the name of "The Twillingate Electrical Company of Newfoundland," have considered the matter to them referred and beg to report the accompanying Bill to be read a first time, viz.:

"An Act to Incorporate the Twillingate Electrical Company of Newfoundland and for other purposes."

The said Bill was then read a first and second time, referred to a Committee of the Whole and adopted with some amendment, read a third time and passed, and it was ordered that it be engrossed, being entitled "An Act to Incorporate the Twillingate Electrical Company of Newfoundland and for other purposes," and sent to the Legislative Council, with a message requesting their concurrence in its provisions.

In reply to a question by Mr. Carty, the Right Hon. the Premier laid upon the table of the House a copy of all correspondence that has passed between the Colonial Secretary and the Auditor General during the past four years in relation to the public accounts.

Hon. the Minister of Finance and Customs laid upon the table of the House the Report of the Comptroller and Auditor General on the accounts of the Municipal Council for the year 1907.

Also, the report of the Auditor General on expenditure under 33 B of the Audit Act.

Petitions were presented by

Right Hon. the Premier, from residents of Little Bay Mines, re road.

Right Hon. the Premier, from residents of Twillingate District, re road.

Right Hon. the Premier, from residents of Twillingate District, re road.

Right Hon. the Premier, from residents of Twillingate District, re local road.

Right Hon. the Premier, from residents of Wild Bight, re road.

Right Hon. the Premier, from residents of Wellman's Bight, re road.

Right Hon. the Premier, from residents of New Bay, re road.

Right Hon. the Premier, from residents of Green Bay, re bridge.

Right Hon. the Premier, from residents of Fortune Bay, re road.

Right Hon. the Premier, from residents of Jackson's Cove, re telegraph.

Right Hon. the Premier, from residents of Exploits, re telegraph.

Right Hon. the Premier, from residents of Fortune Harbor, re canal.

Mr. Miller, from residents of Heart's Delight, re breakwater.

Mr. Earle, from residents of Musgrave Harbor, re public building.

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

Mr. Speaker informed the House that he had received a message from the Legislative Council, acquainting the House that they had passed the Bills sent up, entitled, respectively:

“ An Act respecting certain Retiring Allowances.”

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

“ An Act for granting to His Majesty certain sums of money for defraying certain expenses of the Public Service for the financial years ending respectively the 30th day of June, 1908, and the 30th day of June, 1909, and for other purposes relating to the Public Service.”

“ An Act in respect to the Establishment of an Experimental Station and Model Farm,” and

“ An Act to Incorporate the Twillingate Electrical Company of Newfoundland and for other purposes,” without amendment.

Mr. Moulton gave notice that he would, on to-morrow, ask the Right Hon. the Premier if, in view of the steps which have been taken by the United States and Canada to prevent the entry of diseased immigrants, the Government purposes to take any steps to appoint a Medical Inspector at Port aux Basques to prevent such persons obtaining entry into this Colony?

Mr. Roberts gave notice that he would, on to-morrow, ask the Hon. Minister of Marine and Fisheries to lay on the table of this House a detailed statement of all expenditure in connection with the sending home of sealers during the year 1907; also copies of all vouchers belonging to the same.

It was moved and seconded that when the House rises it adjourn until Tuesday next, February 18th, at half-past two o'clock, and it was so ordered.

The House then adjourned accordingly.

TUESDAY, February 18th, 1908.

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

Petitions were presented by

Mr. Cashin, from residents of Fermeuse, on subject of a fog alarm.

Mr. Blandford, from residents of Brookfield, on subject of a road.

Mr. Blandford, from residents of Brooklyn, on subject of a railway.

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

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

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

In reply to a question by Mr. Carty, the Right Hon. the Premier laid upon the table of the House a copy of the correspondence between Right Hon. the Colonial Secretary and His Excellency the Governor in relation to the payment by H.M. Government of fines imposed on and expenses incurred by Messrs. Crane and Dubois in connection with a breach of the Bait Act, and the withdrawal of their appeal from the Privy Council.

Also copy of the returns of the Reid-Newfoundland Company required to be tabled under the Railway Contract.

Petitions were presented by

Right Hon. the Premier, from residents of Riverhead, Hall's Bay, re road.

Right Hon. the Premier, from residents of Hall's Bay Head, re road.

Right Hon. the Premier, from residents of Farmer's Arm, Dildo, re road.

Right Hon. the Premier, from residents of Little Ward Islands, re road.

Right Hon. the Premier, from residents of Little Bay, re bridge.

Mr. Moulton, from residents of Mouse Island, re road

Mr. Moulton, from residents of LaPoile, re fishing laws.

Mr. Blandford, from residents of Newtown, re dredging.

Mr. Shea, from residents of Middle Cove, re road.

Mr. Lewis, from residents of Jackson's Cove, re telegraphs.

Mr. Carty, from residents of Bay of Islands, re public wharf.

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

At three o'clock p.m. the Gentleman Usher of the Black Rod appeared at

the Bar of this House with a message from His Excellency the Governor, commanding the attendance of the House in the Council Chamber.

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

MAY IT PLEASE YOUR EXCELLENCY,—

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

- 1.—An Act respecting certain Retiring Allowances.
- 2.—An Act in respect to the Establishment of a Model Farm.
- 3.—An Act for the Encouragement of Shipbuilding.
- 4.—An Act to amend the Education Act, 1903.
- 5.—An Act to amend the Revenue Act, 1905.
- 6.—An Act for granting to His Majesty certain sums of money for defraying certain expenses of the Public Service for the financial years ending respectively the 30th day of June 1908, and the 30th day of June, 1909, and for other purposes relating to the Public Service.
- 7.—An Act with respect to Compensation to Workmen for Injuries suffered in the course of their Employment.
- 8.—An Act with respect to the Estates of Intestates.
- 9.—An Act to amend the Act 6 Ed. VII., cap. 6, entitled "An Act to amend the Companies' Act, 1899."
- 10.—An Act to amend the Act 6 Ed. VII., cap. 15, entitled "An Act respecting the Regulation of Mines."
- 11.—An Act to amend chapter 145 of the Consolidated Statutes (second series) entitled "Of the Naturalization of Aliens."
- 12.—An Act to Incorporate the Twillingate Electrical Company of Newfoundland and for other purposes.

His Excellency was then pleased to make the following speech to both branches of the Legislature:—

Mr. President and Honorable Gentlemen of the Legislative Council :

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

The completion of your legislative duties enables me to close this session

at a period which will, no doubt, be found convenient, having regard to private engagements now requiring your attention. I am glad to notice that, although the session has not been protracted, legal effect has been given to measures of very great importance, which must necessarily have required much care and assiduity on the part of your Honorable Houses.

I may allude specially to the Act with respect to compensation for workmen for injuries sustained in the course of their employment. By virtue of this Act, employees in connection with work that exposes them to constant danger will have proper safeguards thrown around them, and the employer will be held responsible for all risks entailed on the workmen he engages.

The Act to regulate the working of mines is no less important, and I feel sure will be highly appreciated by all those that are in any way connected with that hazardous industry.

The measure enacted to further encourage shipbuilding in the Colony was wisely conceived, and the very liberal bounty which you have now provided should stimulate our people to greater effort in that direction and obviate the necessity for purchasing abroad vessels required in the conduct of the trade and fisheries.

It affords matter for much gratification that you have been able to make provision for adding to our lighthouse system. I feel, with you, that no expenditures are more to be approved than those which provide increased security for the lives and property of those exposed to danger in navigating our coasts.

It is with very particular pleasure that I give my approval to the Act to establish here a Model or Experimental Farm. I have recently stated that the agricultural industry of this Colony is of much greater importance than most of our people have imagined, and that it does not receive due attention. Inexperience and the imperfect knowledge of farming which exist to so considerable an extent and constitute a very great disadvantage should find a remedy through the means now adopted. The Colony undoubtedly possesses important advantages with regard to the farming industry, not the least of which is the very large home market. I heartily congratulate you on the establishment of a Model or Experimental Farm that will be able to take and train resident pupils in agriculture and at the same time diffuse useful knowledge amongst those who are at present engaged in the industry.

The additional grant for education will, I am sure, prove a great boon to the outports, for by enabling schools to be established where none exist at present you have conferred not only a present benefit upon those communities, but one the advantages of which will be still more apparent in future years.

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

I thank you for the liberality with which you have made provision for the Public Service. These appropriations will be applied with due regard to economy and efficiency.

Mr. President and Honorable Gentlemen of the Legislative Council :

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

The present General Assembly has nearly reached the end of the period allowed by law for the sitting of Parliament, so that a General Election must under ordinary circumstances take place before the Legislature again assembles. I would not take leave of you without expressing my deep sense of the zeal and public spirit which during the past four years you have displayed in the discharge of your important functions and my acknowledgment of the many important measures you have during that period submitted for my approval, and which I cannot doubt will be conducive to the general progress and welfare of the Colony.

The electors in a few months from now will be called upon to chose their representatives, and I sincerely trust that wisdom may guide them towards the attainment of His Majesty's constant solicitude—the advancement of the Colony and the happiness of its people.

In conclusion, permit me to convey to you my sincere wishes for your personal welfare and prosperity.

After which the Honorable the President of the Legislative Council, by command of His Excellency the Governor, said:—

GENTLEMEN,—It is the pleasure of His Excellency the Governor that this General Assembly be prorogued until Thursday, the sixteenth day of April next, and that this General Assembly is accordingly prorogued until Thursday, the sixteenth day of April next, to be then and here holden.

A. J. HERDER,

Clerk House of Assembly.

SUMMARY

Of the Estimated Expenditure for the Financial Year ending 30th June, 1909, together with Sums granted for Financial Year 1907 and 1908.

No.	Service.	Estimate for 1907 and 1908.			Estimate for 1908 and 1909.		
		A To be Voted.	B Authorized by Statute.	Total.	A To be Voted.	B Authorized by Statute.	Total.
1	Interest on Public Debt, Sinking Fund and Management	\$12,000 00	\$861,981 04	\$873,981 04	\$12,000 00	\$859,512 25	\$871,512 25
2	Civil Government.....	126,598 33	26,000 00	152,598 33	122,198 33	26,600 00	148,798 33
3	Pensions		12,936 00	12,936 00		12,856 00	12,856 00
4	Administration of Justice	161,612 68	18,100 00	179,712 68	165,512 68	18,100 00	183,612 68
5	Legislation	32,615 00		32,615 00	33,315 00		33,315 00
6	Education.....	3,800 00	247,323 66	251,123 66	3,800 00	258,323 66	262,123 66
7	Public Charities	242,587 00		242,587 00	278,814 00		278,814 00
8	Lighthouses, Signal Stations, etc.....	69,687 00		69,687 00	73,651 00		73,651 00
9	Agriculture and Mines ..	18,120 00		18,120 00	11,420 00	20,000 00	31,420 00
10	Marine and Fisheries	77,740 00		77,740 00	92,940 00		92,940 00
11	Roads, Bridges, etc	175,887 00		175,887 00	172,396 00		172,396 00
12	Post Office and Telegraphs	392,722 50		392,722 20	423,620 00		423,620 00
13	Customs	144,051 00		144,051 00	145,991 00		145,991 00
14	Contingencies	10,000 00		10,000 00	10,000 00		10,000 00
15	General Election				40,000 00		40,000 00
16	Coal and Water Refunds	65,700 00		65,700 00	67,550 00		67,550 00
		\$1,533,120 51	\$1,166,277 70	\$2,699,398 21	\$1,653,208 01	\$1,195,391 91	\$2,848,599 92

I. Statement of Public Debt.

Interest and charges.	Funded Debt. 1907—1908.	Interest 1908—1909.
5 per cent. on Loan of.....	\$4,200 00	\$210 00
4 per cent. on Loan of.....	7,720,453 35	308,818 12
3½ per cent. on Loan of.....	13,065,546 66	457,294 13
3 per cent. on Loan of.....	1,581,666 66	47,450
	<u>\$22,371,866 67</u>	<u>\$813,772 25</u>
Sinking Fund.....	\$27,740 00	
Premium and Management.....	12,000	
Temporary and Other Loans.....	18,000	\$57,740 00
		<u>\$871,512 25</u>
DISTRIBUTION, 1908—1909.		
Management and Premium.....	\$12,000 00	
Interest and Sinking Fund.....	859,512 25	
	<u>\$871,512 25</u>	

II. Civil Government.

TO BE VOTED AS PER STATEMENT A., \$122,198.33.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1907-1908	Estimate 1908-1909
<i>A.</i>			
Estimate of Expenditure for which Votes of the Legislature are required.			
Government House.....	(a)	\$2,560 00	\$2,560 00
Department of Colonial Secretary.....	(b)	8,440	8,540
“ Justice	(c)	3,000	3,100
“ Finance	(d)	2,550	3,150
“ Agriculture and Mines.....	(e)	11,750	11,750
“ Marine and Fisheries.....	(f)	10,573 33	10,573 33
“ Public Works	(g)	8,600	8,600
“ Auditor General.....	(h)	2,450	2,450
“ Government Engineer.....	(i)	4,863 33	4,863 33
Contingencies ordinary) as detailed.....		37,611 67	38,511 67
Public Works, for public buildings (as detailed).....		34,200	28,100
Total		\$126,598 33	\$122,198 33
<i>A.</i>			
Expenditure authorized by Statute :—			
The Salary of the Governor		\$10,000 00	\$10,000 00
“ Colonial Secretary.....		2,000	2,000
“ Minister of Finance		2,000	2,000
“ Minister of Justice		2,000	2,000
“ Minister of Agriculture and Mines.....		2,000	2,000
“ Minister of Marine and Fisheries		2,000	2,000
“ Minister of Public Works.....		2,000	2,000
“ Member (4) of the Board of Works at \$150		600	600
“ Auditor General.....		2,000	2,000
“ Postmaster General.....		2,000	2,000
Total		\$26,600 00	\$26,600 00
<i>SUMMARY.</i>			
A.—To be Voted		\$126,598 33	\$122,198 33
B.—Authorized by Statute		26,600	26,600
Total		\$153,198 33	\$148,798 33

II. Civil Government—(continued).

DEPARTMENTS (Detail.)	SALARIES.	
	Estimate 1907-1908.	Estimate 1908-1909
<i>(a) Government House.</i>		
The Governor's Private Secretary	\$900 00	\$900 00
The Governor's Orderlies (one at \$360, one at \$400)	760	760
Keeper Government House Grounds.....	400	400
Clerk	500	500
	<u>\$2,560 00</u>	<u>\$2,560 00</u>
<i>(b) Department of Colonial Secretary.</i>		
The Deputy Head.....	\$1,600 00	\$1,600 00
First Clerk	1,100	1,100
Second Clerk	850	850
Third Clerk	450	450
Stenographer and Typist	500	500
Assistant do	300	300
Messenger	430	430
Assistant do.....	300	300
	<u>\$5,530 00</u>	<u>\$5,530 00</u>
Vital Statistics—		
The Registrar.....	\$700 00	\$800 00
Clerk to Registrar.....	450	450
Registration Fees to Deputy Registrars....	1,500	1,500
	<u>\$2,650 00</u>	<u>\$2,750 00</u>
Miscellaneous—		
Inspectors of Weights and Measures, St. John's.....	\$100 00	\$100 00
Keeper of Observatory	160	160
	<u>\$260 00</u>	<u>\$260 00</u>
Totals ..	<u>\$8,440 00</u>	<u>\$8,540 00</u>
<i>(c) Department of Justice.</i>		
The Deputy Head	\$1,800 00	\$1,800 00
Secretary and Accountant	700	700
Messenger	200	300
Typewriter	300	300
	<u>\$3,000 00</u>	<u>\$3,100 00</u>
<i>(d) Department of Finance and Customs.</i>		
Deputy Head.....	\$1,200 00	\$1,500 00
The First Clerk.....	900	900
The Second Clerk.....	450	750
	<u>\$2,550 00</u>	<u>\$3,150 00</u>
<i>(e) Department of Agriculture and Mines.</i>		
The Deputy Head.....	\$1,200 00	\$1,200 00
The First Clerk.....	1,000	1,000
The Second Clerk.....	750	750
The Third Clerk.....	550	550
The Surveyor to Department	850	850
The Messenger	350	350
The Keeper to Museum.....	300	300
Typewriter	300	300
Accountant to Department	800	800
	<u>\$6,100 00</u>	<u>\$6,100 00</u>

APPENDIX.

II. Civil Government (continued).

DEPARTMENTS (Detail).	SALARIES.	
	Estimate 1907—1908.	Estimate 1908—1909.
<i>(c) Department Agriculture & Mines (Surveyors' Salaries).</i>		
Director of Geological Surveys and Curator of Museum	\$1,800 00	\$1,800 00
First Surveyor.....	900	900
Second Surveyor.....	700	700
Additional Surveyors and Assistants	800	800
Woods Ranger.....	600	600
Inspector of Timber Limits and Examiner of Mill Accounts.....	450	450
Inspector of Timber Limits.....	400	400
	<u>\$5,650 00</u>	<u>\$5,650 00</u>
<i>(f) Department of Marine and Fisheries.</i>		
Fishery Expert.....	\$1,703 33	\$1,703 33
The Superintendent of Fisheries	1,200	1,200
The Secretary.....	400	400
The Accountant.....	700	700
Inspector of Marine Works.....	1,100	1,100
Lighthouse Mechanician.....	900	900
Assistant Accountant and Typewriter and Stenographer	400	400
Inspector of Boilers	1,000	1,000
Messenger.....	360	360
Lloyd's Surveyor of Shipping in aid of Salary	860	860
Chief Examiner Masters and Mates	500	500
Two Quarantine Officers.....	150	150
Harbor Master and Ships' Husband.....	700	700
Inspector Whale Factories.....		
Pickled Fish Inspection.....	600	600
	<u>\$10,573 33</u>	<u>\$10,573 33</u>
<i>(g) Department of Public Works.</i>		
The Government Engineer		
The Secretary.....	\$1,200 00	\$1,200 00
The First Clerk.....	1,200	1,200
The Second Clerk	700	700
The Book-keeper.....	800	800
The Superintendent of Public Works.....	1,000	1,000
Assistant	600	600
The Inspector of Districts outside St. John's.....	1,000	1,000
Two Road Inspectors.....	1,400	1,400
Messenger.....	400	400
Typewriter	300	300
	<u>\$8,600 00</u>	<u>\$8,600 00</u>
<i>(h) Department of Auditor General.</i>		
First Clerk and Assistant Auditor.....	\$1,000 00	\$1,000 00
Second Clerk	1,000	1,000
Messenger	50	50
Clerk and Typewriter	400	400
	<u>\$2,450 00</u>	<u>\$2,450 00</u>
<i>(i) Department of Government Engineer.</i>		
Government Engineer.....	\$3,163 33	\$3,163 33
Clerk	500	500
Typist	300	300
Inspector.....	900	900
	<u>\$4,863 33</u>	<u>\$4,863 33</u>

II. Civil Government (continued).

CONTINGENCIES (Detail).	CONTINGENCIES.	
	Estimate 1907—1908.	Estimate 1908—1909.
<i>Government House.</i>		
Stationery	\$300 00	\$300 00
Telegrams	500	500
Sundries, including Telephone	200	200
Governor's Travelling Expenses	1,000	1,000
	\$2,000 00	\$2,000 00
<i>Department of Colonial Secretary.</i>		
Printing and Gazetting and Stationery	\$2,400 00	\$2,400 00
Telegrams, including Associated Press Message	2,000	2,000
Sundries—Cab hire, Cartage, Small Freights, Crown Agents' Account, Meteorological Register and Telephones and Wolf Act	800	800
Standard Set Weights and Measures and renewals	300	300
Royal Naval Reserve	15,000	15,000
	\$20,500 00	\$20,500 00
<i>Department of Justice.</i>		
Stationery	\$100 00	\$100 00
Telegrams	125	125
Sundries, including Telephone	375	375
Colonial Records	500	500
	\$1,100 00	\$1,100 00
<i>Department of Finance.</i>		
Printing and Stationery	\$750 00	\$750 00
Telegrams	125	125
Sundries, including Telephone and Typewriting	565	565
Sheep Preservation Act	1,250	1,250
Premium Guaranteed Bonds		800
	\$2,690 00	\$3,490 00
<i>Department of Agriculture and Mines.</i>		
Printing and Stationery	\$700 00	\$700 00
Repairs of Instruments	325	325
Museum Requirements	200	200
Maps and Advertising Abroad	200	200
Telegrams and Postage	150	150
Sundries, including Telephone, Charwoman, etc	360	360
Chemicals for Analyst	150	
	\$2,085 00	\$1,935 00
<i>Department of Marine and Fisheries.</i>		
Printing and Stationery	\$850 00	\$850 00
Telegrams and Telephones	400	400
Books for Library	250	250
Sundries, including Telephones for Mercantile Marine Office ..		250
Examining of Engineers		250
	\$1,500 00	\$1,750 00
<i>Department of Public Works.</i>		
Printing and Stationery	\$750 00	\$750 00
Telegrams and Postage	150	150
Sundries, including Telephone and Taxes	450	450
Travelling Expenses and Assistance	1,000	1,000
Cash Notes	2,500	2,500
	\$4,850 00	\$4,850 00

II. Civil Government (concluded.)

DEPARTMENTS (Detail.)	CONTINGENCIES.	
	Estimate 1907-1908	Estimate 1908-1909
<i>Auditor's Office.</i>		
Printing and Stationery, including Account Books and Printing Report.....	\$125 00	\$125 00
Postage and Telegrams	25	25
Sundries, including Telephone.....	100	100
Expenses in connection with Inquiries.....	500	500
	\$750 00	\$750 00
<i>Government Engineer's Office.</i>		
Office and Allowance.....	\$850 00	\$900 00
Mining Act.....	400	350
Travelling expenses.....	886 67	886 67
	\$2,136 67	\$2,136 67
Total Contingencies (ordinary).....	\$37,111 67	\$38,511 67
<i>Fuel and Light.</i>		
Government House, including Fireman's Salary and Taxes	\$3,550 00	\$3,550 00
Customs Building: Fuel, Light, Rent and Taxes	2,000	2,000
Post Office and Postal Telegraph do	3,000	3,000
Departmental Building: do do	900	900
	\$9,450 00	\$9,450 00
<i>Insurance and Keepers.</i>		
Insurance on Public Buildings.....	\$4,700 00	\$4,700 00
Customs Buildings: Keeper and Fireman, \$312; cleaning, \$208; Sundries, \$70; Fireman and Keeper for King's Wharf Building, \$104.....	700	700
Departmental Building Keeper, St. John's, \$350; Cleaning, \$250; Night Watchman and Sundries, \$280; Carbonear Fireman and Janitor, \$120.....	1,000	1,000 00
	\$6,400 00	\$6,400 00
<i>Repairs Public Buildings.</i>		
Custom House, Harbor Grace.....	\$100 00	\$100 00
Government House Buildings and Grounds	2,900	2,900
Special—Interior, Fences and Lodges.....		
Imperial Property	300	300
Kero. Oil Store Expenses: Keepers Salary and Commission 5 per cent	200	200
Kero. Oil Store Repairs	5,250	500
Kero. Oil Store: Extension, Sewerage, etc.....		
Ross's Valley Hospital	100	100
Harbor Grace Hospital.....	100	100
Postal Telegraph and Customs Building, Carbonear	100	250
Customs Building, St. John's	1,800	1,800
Temporary Building	150	.....
Attendance on Clocks in Public Offices and Town Clock.....	200	200
Departmental Building.....	900	900
General Post Office.....	1,000	1,000
Government House: Maintenance of furniture and general furnishing	800	800
Cabot Tower: Repairs.....	300	300
St. John's Court House.....	1,900	900
Outport Postal Telegraph Buildings	1,000	1,000
Outport Customs Buildings.....	500	500
New Diptheria and Fever Hospital.....	800	400
	\$18,400 00	\$12,250 00
Total Contingencies Account Public Buildings	\$34,200 00	\$28,100 00

III. Pensions.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
Pensions to individuals as per detail (a)	\$12,936 00	\$12,856 00

Name of Pensioner.	Nature of Service at time of Retirement.	Estimate 1907-1908.	Estimate 1908-1909.
D. W. Prowse.	Judge Central District Court	\$1,200 00	\$1,200 00
G. W. Hunt.....	Stipendiary Magistrate, Burgeo	250	250
P. Carty	Inspector of Police	1,440	1,440
J. T. Nevill	Inspector of Lighthouse, etc	1,000	1,000
G. T. Thompson.	Registration Clerk, General Post Office.....	300	.....
W. White.....	First Landing Waiter, H. M. Customs.....	600	600
T. W. Gaden.....	Tide Surveyor, H. M. Customs	300	.....
H. J. Haddon...	Preventive Officer, Fortune	200	200
Rebecca Oke...	Service of husband, Mechanician	100	100
John Sexton	Attendant Lunatic Asylum.....	180	.....
Widow Buckley.	} Husbands killed whilst giving service { } at fire.....	116	116
" Fennessey		80	80
L. T. Chancey...	Sub and Acting Sheriff	600	600
Mrs. Stentaforde..	Postmistress	180	180
C. Prowse.....	Light Keeper.....	250	250
J. H. Watson	Landing Surveyor	700	700
Robert Oakley ..	Light Keeper, at Little Denier.....	240	.....
Mark Rowsell...	Light Keeper at Cape John	240	240
Miss M. Buchanan	Postmistress, Trinity	150	150
R. Ryan	Turnkey, Penitentiary	500	500
G. Kelly.....	Turnkey, Penitentiary	500	500
J. Fleet.....	Warden,	320	320
E. Abbott.....	Light House Keeper, Wadham	240	240
E. Dicks.....	do Boar Island.....	240	240
Mrs. Birkett	Postmistress, Harbor Breton	150	.....
Miss Keating....	Matron Penitentiary	200	200
Thomas Moore ..	Assistant Light House Keeper, Fort Amherst	240	240
E. Harding	Light House Keeper, Cabot Island.....	240	240
Peter O'Reilly...	Assistant do Cape St. Mary's.....	240	240
Francis Berteau .	Magistrate, Twillingate	560	560
Emma Bradshaw	Postmistress, Placentia	170	170
P. Hubert.....	Stipendiary Magistrate, Harbor Breton.....	570	.....
R. Bradshaw	Sub-Collector, Gaultois	400	400
T. Pike	Light House Keeper, Channel Head	240	240
R. McGrath.....	Stipendiary Magistrate, Oderin .....	.....	600
W. S. Carter	Sub-Collector, Ferryland .....	.....	250
Jas. Campbell...	Delivery Clerk, General Post Office .....	.....	534
Thos. Rose.....	Signal Man, Cabot Tower.....	.....	276
		\$12,936 00	\$12,856 00

V. Administration of Justice.

AMOUNT TO BE VOTED AS PER STATEMENT A., \$165,512.68.

Estimate of Expenditure for which Votes of the Legislature are required.		Estimate 1907-1908	Estimate 1908-1909
Supreme Court	(a)	\$16,287.00	\$18,087 00
District Court	(b)	3,550	3,550
Magistracy	(c)	21,271	21,271
Constabulary (1) Police.....	(d)	64,587 43	64,687.43
Constabulary (2) Fire Department.....	(d)	22,606.25	22,706.25
St. John's Penitentiary ..	(e)	14,776	16,476
Court Houses and Goals	(f)	10,243	10,343
Local Constables.....	(g)	1,142	1,242
Miscellaneous	(h)	7,150	7,150.00
		<u>\$161,612.68</u>	<u>\$165,512.68</u>
B.—Expenditure authorized by Statute.—			
Supreme Court:			
Salary of Chief Justice		\$5,000.00	\$5,000.00
Salary of Judges (two at \$4,000)		8,000	8,000
Sheriff		1,500	1,500
District Courts:			
Salary of Judge at St. John's		2,400	2,400
Salary of Judge at Harbor Grace.....		1,200	1,200
		<u>\$18,100.00</u>	<u>\$18,100.00</u>
<i>SUMMARY.</i>			
A.—Amount to be Voted		\$161,612.68	\$165,512.68
B.—Authorized by Statute		18,100	18,100
		<u>\$179,712.68</u>	<u>\$183,612.68</u>

IV.—Administration of Justice.

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907 1908.	Estimate 1908—1909.
<i>(a) Supreme Court.</i>		
Salaries :		
Chief Clerk and Registrar.....	\$2,600 00	\$2,600 00
First Clerk.....	700	700
Second Clerk	700	700
Stenographer	300	300
Sub-Sheriff	800	800
Crier and Tipstaff	500	500
Messenger	312	312
Deputy-Sheriffs in Outports, payable on certificate to Sheriff	450	450
Registrar of Deeds and Companies	1,200	1,500
Typewriter in Registry of Deeds Office	400	400
	<u>\$7,962 00</u>	<u>\$8,262 00</u>
Contingencies—		
Baliffs, serving summons, attendance Supreme Court.. ..	\$350	\$350
Stationery	600	600
Printing	100	100
Telegrams, Telephones and Postage	100	100
Additional attendance and clerical assistance	250	250
Travelling and other expenses of Circuit—		
Judges whilst on Circuit and on board steamer to be paid at the rate of \$6.00 per day	} 2,900	} 2,900
Judges whilst on Circuit and on board train to be paid at the rate of \$10.00 per day		
Sheriff, in lieu of travelling expenses, at the rate of \$5.00 per day... ..		
Clerk, in lieu of travelling expenses, at the rate of \$5.00 per day		
Crier, in lieu of travelling expenses, \$3.00 per day.....		
The above amounts to be paid on the certificate of the Minister of Justice		
Other expenses attached to Circuit, including portion of <i>Fiona's</i> expenses		
Sundries.....	25	25
	<u>\$4,325 00</u>	<u>\$4,325 00</u>
Engineer, \$600; cleaning Registry Office, Supreme Court, \$36.00; cleaning Supreme Court, \$192; District Court, \$72; Matron at Police Station, \$120.00; cleaning Colonial Secre- tary's Office and Government Engineer's Office, \$196.00— \$1,216.00. Coal, etc	\$4,000 00	\$5,500 00
Total for Supreme Court.....	<u>\$16,287 00</u>	<u>\$18,087 00</u>

IV. Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908.	Estimate 1908-1909.
<i>(c) District Courts.</i>		
Salaries—		
Clerk of the Peace, St. John's	\$1,000 00	\$1,000 00
Bailiff of the Central District Court	400	400
Clerk of the Peace, Harbor Grace	700	700
Keeper of Court House, Harbor Grace	50	50
Bailiff of Harbor Grace	200	200
	\$2,350 00	\$2,350 00
Contingencies—		
Stationery (St. John's and Harbor Grace)	} \$1,200 00	} \$1,200 00
Printing		
Telegraphs, Telephones and Postage		
Travelling expenses of Judge Central District Court when outside the District, payable on certificate of Minister of Justice		
Travelling expenses of Judge Harbor Grace District Court, payable on certificate of Minister of Justice		
Personal allowances to Judges when called upon to perform duties in places outside their district, payable on certificate of Minister of Justice, notwithstanding anything in the Audit Act to the contrary		
Sundries		
Total for District Courts	\$3,550 00	\$3,550 00
<i>Magistracy.</i>		
Salaries—		
Magistrate at Little Bay and Pilley's Island	\$750 00	\$750 00
“ Twillingate	750	750
“ Greenspond	750	750
“ Bonavista	875	875
“ Trinity	875	875
“ Ferryland	750	750
“ Trepassey	540	540
“ St. Mary's	450	450
“ Fogo	300	300
Carried forward	\$6,040 00	\$6,040 00

IV. Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Magistracy (concluded).</i>		
Brought forward	\$6,040 00	\$6,040 00
Salaries—		
Magistrate at Harbor Main	300	300
“ Placentia	750	750
“ Presque	450	450
“ Oderin	450	450
“ Burin	750	750
“ Harbor Breton	416	416
“ Channel	750	750
“ St. George's	875	875
“ Bay of Islands	875	875
“ Bonne Bay	875	875
“ Grand Bank	750	750
“ Brigus	750	750
“ Bell Island	750	750
“ Carbonear	1,000	1,000
“ Old Perlican	630	630
“ LaScie	360	360
“ Burgeo	500	500
“ Lawn	500	500
“ Western Cove	400	400
“ Botwoodville	500	500
	\$18,671 00	\$18,671 00
Contingencies—		
Stationery	\$2,600 00	\$2,600 00
Telegrams		
Printing		
Travelling expenses of Magistrates, payable on certificate of Minister of Justice (notwithstanding anything in the Con-Audit Act to the contrary)		
Personal allowances to Magistrates when on special duty, payable on certificate of Minister of Justice (notwithstanding anything in the Audit Act to the contrary)		
Total for Magistrates	\$21,271 00	\$21,271 00
<i>(d) Constabulary (1) Police.</i>		
Salaries—		
The Inspector General	\$2,000 00	\$2,000 00
The Superintendent	1,000	1,000
Secretary and Accountant	500	500
3 District Inspectors at \$800	2,400	2,400
4 Head Constables at \$600	2,400	2,400
11 Sergeants at \$500	5,500	5,500
1 Acting Sergeant at \$475	475	475
44 Constables at 456.25	20,075	20,075
Carried forward	\$34,350 00	\$34,350 00

IV. Administration of Justice (continued).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>(d) Constabulary—(1) Police (continued).</i>		
Brought forward.....	\$34,350 00	\$34,350 00
Salaries—		
5 Constables at \$438	2,190	2,190
7 Constables at \$419.75	2,938 25	2,938 25
13 Constables at \$401.50.....	5,219 50	5,219 50
12 Constables at \$365.....	4,380	4,380
Special Services, payable on certificate of Minister of Justice	300	300
Total Salaries, Constabulary.....	\$49,377 75	\$49,377 75
Supplies—		
Arms, Ammunition and Saddlery.....	\$120 00	\$120 00
Fuel and Light to Barracks.....	1,700	1,800
Uniforms, accoutrements and bedding.....	3,100	3,100
Lodging allowance	1,920	1,920
Purchase of forage for six horses (payable on certificate of Minister of Justice).....	1,200	1,200
	\$8,040 00	\$8,140 00
Repairs—		
Repairs, barracks	\$1,500 00	\$1,500 00
Rent—		
Rent, Outport barracks.....	\$1,000 00	\$1,000 00
Conveyance—		
Transfer and Travelling Expenses.....	\$500 00	\$500 00
Medical Attendance—		
Physician to Police and Police Stations, and Post Mortem Examiner at Morgue.....	\$500 00	\$500 00
Contingencies—		
Printing and Stationery	\$160 00	\$160 00
Telephones and Telegrams.....	310	310
Sundries—Sewerage, Water Rates and Rifle Range.....	560	560
	\$1,030 00	\$1,030 00
Annuities—		
Allowance to one man, \$333.33	\$333 33	\$333 33
“ two men, at \$280.....	560	560
“ three men, at \$240.....	720	720
“ one man	237 25	237 25
“ three men, at \$200.....	600	600
“ one man at \$189.10.....	189 10	189 10
	\$2,639 68	\$2,639 68
Total for Constabulary—(1) Police.....	\$64,587 43	\$64,687 43

IV. Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908.	Estimate 1908-1909
<i>(d) Constabulary—(2) Fire Department.</i>		
Salaries—		
5 Chief Officers—one at \$400, two at \$800, and two at \$600	\$3,200 00	\$3,200 00
2 Sergeants at \$500	1,000	1,000
2 Engineers at \$475	950	950
17 Constables at \$456.25	7,756 25	7,756 25
Typewriter, etc	200	200
	<u>\$13,106 25</u>	<u>\$13,106 25</u>
Pension—		
One man		
Supplies—		
Uniforms and accoutrements	\$800 00	\$800 00
Fuel and Light for stations	1,700	1,800
Forage and up-keep and purchase of horses (payable on certificate of Minister of Justice)	2,800	2,800
	<u>\$5,300 00</u>	<u>\$5,400 00</u>
Repairs—		
Repairs to building, painting, furnishing, etc. (payable on certificate of Minister of Justice)	\$550 00	\$550 00
Additional Aid—		
Reserve men, three stations	\$650 00	\$650 00
Subsidy to Southside men	200	200
	<u>\$850 00</u>	<u>\$850 00</u>
Machinery—		
2,000 feet hose, carriage, upkeep of the chemical engine, harness, ladders, etc	\$2,200 00	\$2,200 00
Contingencies—		
Printing, Stationery	\$50 00	\$50 00
Telephones	160	160
Ground Rents, &c	90	90
Sundries' Account	200	200
	<u>\$500 00</u>	<u>\$500 00</u>
Insurance—		
Insurance of men	\$100 00	\$100 00
Total for Fire Department	<u>\$22,606 25</u>	<u>\$22,706 25</u>

IV. Administration of Justice (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>(e) St. John's Penitentiary.</i>		
Salaries—		
Superintendent	\$1,200 00	\$1,200 00
Superintendent, for rations (notwithstanding anything to the contrary in the Audit Act) ..	300	300
Deputy Superintendent, Tradeswarden and Book-keeper	850	850
Chief Warden	500	500
Turnkeys (three at \$400)	1,200	1,200
Orderly	260	260
Matron	300	300
Watchman	366	366
	<u>\$4,976 00</u>	<u>\$4,976</u>
Industries—		
Instructor of Industries ..	\$400 00	\$400 00
Material for Brooms, etc.	4,200	5,500
	<u>\$4,600 00</u>	<u>\$5,900 00</u>
Contingencies—		
Stationery and Printing	\$50 00	\$50 00
Sundries	50	50
	<u>\$100 00</u>	<u>\$100 00</u>
Supplies and Maintenance—		
Food, etc.	\$2,450 00	\$2,750 00
Clothing, including washing	450	450
Sundries	600	600
	<u>\$3,500 00</u>	<u>\$3,800 00</u>
Fuel and Light—		
Fuel and Light	\$1,000 00	\$1,100 00
Repairs—		
Repairs	\$600 00	\$600 00
Total for Penitentiary	<u>\$14,776 00</u>	<u>\$16,476 00</u>
<i>(f) Court Houses and Gaols.</i>		
Salaries—		
Gaoler at Little Bay	\$40 00	\$40 00
“ Greenspond	84	84
“ Harbor Grace	450	450
“ Ferryland	140	140
“ Brigus	60	60
“ Placentia	140	140
Gaol Surgeon, Harbor Grace	125	125
Turnkey, Harbor Grace Gaol	254	254
	<u>\$1,293 00</u>	<u>\$1,293 00</u>

IV. Administration of Justice (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
Fuel and Light— Fuel and Light	\$2,100 00	\$2,200 00
Repairs— To Outport Court Houses and Gaols..... Special Repairs	\$2,500 00 600	\$2,500 00 600 00
	\$3,100 00	\$3,100 00
Supplies— Supplies	\$3,750 00	\$3,750 00
Total for Court Houses and Gaols	\$10,243 00	\$10,343 00
<i>(g) Local Constables.</i>		
Salaries— Lower Island Cove..... Brigus	\$56 00 116	\$56 00 116
Harbor Main	90	90
Tickle Cove.....	56	56
Salvage.....	56	56
Ferryland	116	116
Fermeuse	56	56
Trepassey	90	90
Lamalaine.....	56	56
Renews	50	50
St. Lawrence	50	50
Spaniard's Bay	50	50
Hant's Harbor.....	50	50
Red Island	50	50
Rose Blanche.....	50	50
Portugal Cove	50	50
Blackhead.....	50	50
Little Bay.....	50	50
Torbay.....		50
Pouch Cove.....		50
Total for Local Constables	\$1,142 00	\$1,242 00
<i>(h) Miscellaneous.</i>		
Prosecutions, Investigations and Civil Actions— Conveyance of Prisoners, fees and expenses of witnesses, printing, payment of Jurors, legal fees, etc	\$6,000 00	\$6,000 00
Registration of Jurors	500	500
	\$6,500 00	\$6,500 00
Enquiries— Under "Public Enquiries' Act"	\$250 00	\$250 00
Inquests— Expenses <i>re</i> Inquests.....	\$400 00	\$400 00
Total for Miscellaneous.....	\$7,150 00	\$7,150 00

V. Legislation.

AMOUNT TO BE VOTED, \$33,315.00

	Estimate 1907-1908	Estimate 1908-1909
Legislative Council	\$6,570 00	\$6,570 00
House of Assembly	20,320	20,320
General	5,725	6,420
	<u>\$32,615 00</u>	<u>\$33,315 00</u>

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>(a) Legislative Council.</i>		
Salaries—		
The President	\$240 00	\$240 00
Eighteen Councillors, at \$120 each	2,160	2,160
The Clerk	600	600
The Gentleman Usher of the Black Rod	600	600
Three Reporters: one at \$200, two at \$175	700	700
Three Doorkeepers: one at \$200, two at \$100	400	400
Page	35	35
	<u>\$4,735 00</u>	<u>\$4,735 00</u>
Printing -		
Journals, including Binding	\$300 00	\$300 00
Debates	900	900
Miscellaneous Papers	250	250
	<u>\$1,450 00</u>	<u>\$1,450 00</u>
Contingencies—		
Newspapers, including Binding	\$75 00	\$75 00
Telegrams and Postage	10	10
Tradesmen's accounts, fittings, etc	100	100
Stationery	100	100
Sundries	100	100
	<u>\$385 00</u>	<u>\$385 00</u>
Total for Legislative Council	<u>\$6,570 00</u>	<u>\$6,570 00</u>
<i>(b) House of Assembly.</i>		
Salaries -		
Speaker	\$750 00	\$750 00
Chairman of Committees	400	400
Thirty-six members	8,400	8,400
Clerk	750	750
Assistant Clerk	500	500
Sergeant-at-Arms	400	400
Supervisor of Debates	450	450
Carried forward	<u>\$11,650 00</u>	<u>\$11,650 00</u>

V. Legislation (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>(b) House of Assembly (concluded).</i>		
Brought forward.....	\$11,650 00	\$11,650 00
Salaries—		
Six Reporters, at \$150 each.....	900	900
Stenographer.....	100	100
Five Doorkeepers, at \$100 each.....	500	500
Three Messengers, at \$100 each.....	300	300
Attendant.....	100	100
Two Pages, at \$50 each.....	100	100
Opposition Doorkeeper.....	100	100
	<u>\$13,750 00</u>	<u>\$13,750 00</u>
Printing—		
Journal, printing.....	\$1,000 00	\$1,000 00
Binding.....	300	300
Debates.....	2,200	2,200
Miscellaneous Papers.....	1,200	1,200
	<u>\$4,700 00</u>	<u>\$4,700 00</u>
Contingencies—		
Newspapers.....	\$500 00	\$500 00
Telegrams and Postage.....	120	120
Stationery.....	250	250
Tradesmen's Accounts.....	250	250
Sundries.....	750	750
	<u>\$1,870 00</u>	<u>\$1,870 00</u>
Total for House of Assembly.....	<u>\$20,320 00</u>	<u>\$20,320 00</u>
<i>(c) General.</i>		
Salaries—		
Law Clerk.....	\$750 00	\$750 00
Engrossing.....	320	320
Fireman.....	260	260
Keeper of Building.....	300	300
	<u>\$1,630 00</u>	<u>\$1,630 00</u>
Printing—		
Printing and Binding and Gazetting Acts.....	\$2,000 00	\$2,000 00
Fuel, Light, etc.—		
Fuel and Light.....	\$750 00	\$750 00
Attendance, cleaning, sundries.....	200	200
Repairs.....	500	1,200
	<u>\$1,450 00</u>	<u>\$2,150 00</u>
Library—		
The Librarian.....	\$350 00	\$350 00
For Purchase of Books.....	250	250
Printing and Stationery.....	20	20
Contingent expenses.....	25	25
	<u>\$645 00</u>	<u>\$645 00</u>
Total for General.....	<u>\$5,725 00</u>	<u>\$6,425 00</u>

VI. Education.

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

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1907-1908	Estimate 1908-1909
Contingencies		\$1,500 00	\$1,500 00
Extra Grant		1,000	1,000
Teachers' Pension Fund		1,300	1,300
		<u>\$3,800</u>	<u>\$3,800</u>
B.—Expenditure authorized by Statute.			
Scholarships	(a)	\$600 00	\$600 00
Pensions	(b)	300	300
Grants to Boards	(c)	133,507 54	133,507 54
Destitute Places	(d)	9,000	20,000
Higher Education	(e)	9,194 13	9,194 13
Pupil Teachers	(f)	8,500	8,500
Augmentation	(g)	52,500	52,500
Colleges	(h)	13,451 93	13,451 93
Inspection (a) Salaries	(i)	7,880	7,880
(b) Additional		1,122 45	1,122 45
Industrial Education	(j)	3,767 61	3,767 61
Council of Higher Education	(k)	7,500	7,500
		<u>\$247,323 86</u>	<u>\$258,323 66</u>
<i>Summary.</i>			
A.—To be Voted		\$3,800 00	\$3,800 00
B.—Authorized by Statute		247,323 66	258,323 66
Total		<u>\$251,123 66</u>	<u>\$262,123 66</u>

VI. Education (continued).

DETAIL (continued).

A.— Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907—1908.	Estimate 1908—1909.
Contingencies—		
Stationery and Printing (ordinary), and for Matriculation Examinations, etc	\$500 00	\$500 00
Printing Reports of Inspectors of Education.....	1,000	1,000
	\$1,500 00	\$1,500 00
Grant for places not included in census, and other contingent expenses	1,000 00	1,000 00
Teachers' Pension Fund.....	1,300	1,300
Total (A)	\$3,800 00	\$3,800 00

B.—Expenditure authorized by Statute.	Estimate 1907—1908	Estimate 1908—1909
<i>(a) Scholarships.</i>		
The Diamond Jubilee Scholarship	\$600 00	\$600 00
<i>(b) Pensions.</i>		
James Munn	\$300 00	\$300 00
<i>(c) Grants to Boards.</i>		
Roman Catholic	\$45,987 36	\$45,987 36
Church of England	44,490 74	44,490 74
Methodist	37,409 56	37,409 56
Salvation Army.....	4,018 37	4,018 37
Presbyterian.....	912 26	912 26
Congregational.....	581 36	581 36
Other Denominations	107 89	107 89
	\$133,507 54	\$133,507 54

VI. Education (continued).

DETAIL.

B.—Expenditure Authorized by Statute.	Estimate 1907—1908.	Estimate 1908—1909.
<i>(d) Destitute Places.</i>		
Roman Catholic	\$3,114 20	\$6,920 42
Church of England	2,992 04	6,648 99
Methodist	2,515 82	5,590 76
Salvation Army	270 24	600 46
Presbyterian	61 34	136 36
Congregational	39 10	86 84
Other Denominations	7 26	16 17
	\$9,000 00	\$20,000 00
<i>(e) Higher Education.</i>		
Roman Catholic	\$3,181 37	\$3,181 37
Church of England	3,056 57	3,056 57
Methodist	2,570 08	2,570 08
Salvation Army	276 07	276 07
Presbyterian	62 67	62 67
Congregational	39 94	39 94
Other Denominations	7 43	7 43
	\$9,194 13	\$9,194 13
<i>(f) Pupil Teachers.</i>		
Roman Catholic	\$2,941 19	\$2,941 19
Church of England	2,825 81	2,825 81
Methodist	2,376 05	2,376 05
Salvation Army	255 22	255 22
Presbyterian	57 94	57 94
Congregational	36 93	36 93
Other Denominations	6 86	6 86
	\$8,500 00	\$8,500 00
<i>(g) Augmentation.</i>		
Roman Catholic	\$18,166 19	\$18,166 19
Church of England	17,453 54	17,453 54
Methodist	14,675 62	14,675 62
Salvation Army	1,576 38	1,576 38
Presbyterian	357 88	357 88
Congregational	228 07	228 07
Other Denominations	42 32	42 32
	\$52,500 00	\$52,500 00
<i>(h) Colleges.</i>		
Roman Catholic	\$4,654 39	\$4,654 39
Church of England	4,472 22	4,472 22
Methodist	3,760 41	3,760 41
Salvation Army	403 93	403 93
Presbyterian	91 70	91 70
Congregational	58 44	58 44
Other Denominations	10 84	10 84
	\$13,451 93	\$13,451 93

VI. Education (concluded).

DETAIL (concluded).

B.—Expenditure Authorized by Statute.	Estimate 1907-1908	Estimate 1908-1909
<i>(i) Inspection.</i>		
<i>(a) Salaries—</i>		
Roman Catholic Superintendent	\$1,620 00	\$1,620 00
Roman Catholic Superintendent, Harbor Grace.....	1,620	1,620
Church of England Superintendent	1,620	1,620
Church of England Assistant.....	700	700
Methodist Superintendent.....	1,620	1,620
Methodist Assistant.....	700	700
	\$7,880 00	\$7,880 00
<i>(b) Additional—</i>		
Roman Catholic	\$84 32	\$84 32
Church of England	566 47	566 47
Methodist	107 05	107 05
Salvation Army.....	260 70	260 70
Presbyterian	59 19	59 19
Congregational	37 72	37 72
Other Denominations	7 00	7 00
	\$1,122 45	\$1,122 45
<i>(j) Industrial Education.</i>		
Roman Catholic	\$1,303 67	\$1,303 67
Church of England	1,252 53	1,252 53
Methodist	1,053 18	1,053 18
Salvation Army.....	113 13	113 13
Presbyterian	25 68	25 68
Congregational	16 37	16 37
Other Denominations	3 05	3 05
	\$3,767 61	\$3,767 61
<i>(k) Council of Higher Education.</i>		
Amount of Grant.....	\$7,500 00	\$7,500 00
	\$247,324 66	\$261,123 66

VII. Public Charities.

AMOUNT TO BE VOTED, \$278,814.00

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1907—1908.	Estimates 1908—1909.
<i>SUMMARY.</i>			
Relief of the poor (proper)	(a)	\$143,317 00	\$146,547 00
In aid of Charitable Societies.	(b)	9,912	10,062
Lunatic Asylum—Salaries and Maintenance.....	(c)	32 894	36,572
General Hospital—Salaries and Maintenance.....	(d)	26,401	50,626
Poor Asylum—Salaries and Maintenance.. ..	(e)	14,686	15,436
Public Health—St. John's and Outports	(f)	9,677	13,871
Lazeretto, St. John's	(g)	1,900	1,900
New Fever Hospital	(h)	3,800	3,800
Total		<u>\$242,587 00</u>	<u>\$278,814 00</u>

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>(a) Relief of the Poor Department.</i>		
Salaries—		
(a) 1. The Commissioner	\$1,800 00	\$1,800 00
2. St. John's Offices—		
The Inspector and Accountant.....	\$800 00	\$800 00
The Cashier	600	600
The Book-keeper.....	600	600
	<u>\$2,000 00</u>	<u>\$2,000 00</u>
3. Outport Offices—		
Relieving Officers—		
Kelligrews.....	\$40 00	\$40 00
Harbor Main	40	40
Conception	40	140
Brigus.....	100	00
Port-de-Grave	60	60
North River.....	40	40
Bay Roberts.....	100	100
Harbor Grace.....	375	375
Spaniard's Bay	75	75
Carbonear	250	250
Different Division. { Freshwater, Bay-de-Verde	} 200	} 200
Broad Cove.....		
Western Bay		
Northern Bay		
Lower Island Cove.....		
Bay-de-Verde.....		
Grate's Cove.....		
Old Perlican.....		
Hant's Harbor.....	60	60
Heart's Content	50	50
New Harbor.....	30	30
	<u>\$1,460 00</u>	<u>\$1,460 00</u>

VII. Public Charities (continued).

DETAIL (continued).

A.— Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907 1908.	Estimate 1908—1909.
<i>(a) Relief of the Poor Department (continued).</i>		
Brought forward.....	\$1,460 00	\$1,460 00
Salaries—Relieving Officers (concluded)—		
Trinity	40	40
Britannia Cove.....	40	40
Catalina	66	60
Bonavista	100	100
King's Cove.....	60	60
Open Hall.....	40	40
Salvage.....	40	40
St. Brendan's.....	30	30
Wesleyville.....	60	60
James' Cove.....	40	40
Greenspond.....	60	60
Musgrave Harbor	20	20
Fogo	40	40
Twillingate	120	120
Exploits.....	40	40
St. Anthony.....	40	40
LaScie	40	40
Conche.....	20	20
Jackson's Arm.....	20	20
Labrador	30	30
Blanc Sablon	20	20
Flower's Cove	20	20
Bonne Bay	40	40
Bay of Islands.....	40	40
St. George's	60	60
Channel.....	40	40
Rose Blanche.....	40	40
LaPoile	40	40
Burgeo	60	60
Rencontre, West.....	40	40
Pushthrough	40	40
St. Jacques.....	40	40
Hr. Breton	40	40
Grand Bank.....	20	20
St. Lawrence	30	30
Lamaline.....	40	40
Fortune.....	20	20
Burin	50	50
Mortier Bay	30	30
Flat Island	12	12
Oderin	20	20
Presque	20	20
Harbor Buffett.....	40	40
Placentia	60	60
St. Mary's.....	60	60
Trepassey	40	40
Ferryland	40	40
Mobile	40	40
Witless.....	40	40
Total Salaries, Outports	\$3,442 00	\$3,482 00
Total Salaries, St. John's	3,800	3,800
New Offices—		
Salaries, if required, for new offices established by Order in Council.....	200	200
Total Salaries.....	\$7,442 00	\$7,482 00

VII. Public Charities (continued)

DETAIL (continued).

DETAIL.	Estimate 1907-1908	Estimate 1908-1909
(a) Relief of the Poor Department (continued).		
(b) Medical Attendance to Paupers—		
1. Salaries—		
Four District Surgeons:		
St. John's, \$208.25 each	\$833 00	\$833 00
One District Surgeon:		
Harbor Grace.....	416	416
Placentia	60	60
Bay Roberts and Port-de-Grave.....	240	240
Burgeon	60	60
Channel.....	40	40
	\$1,649 00	\$1,649 00
2. Casual Attendance, Outports.....	3,000	5,000
3. Emergency Cases.....	700	700
Total Medical Attendance	\$5,349 00	\$7,349 00
(c) Regular Relief—		
Permanent and Casual Poor:		
Widows, Orphans, Aged, Infirm	\$115,000 00	\$110,000 00
(d) Orphanages—		
Church of England—Male and Female	\$2,100 00	\$2,100 00
Roman Catholic—Female.....	2,850	3,880
Methodist—Female	600	1,480
Roman Catholic—Male.....	1,000	3,080
	\$6,550 00	\$10,540 00
e) Pauper Lunatics	\$1,000 00	\$1,200 00
f) Conveyance of Sick Poor	\$1,000 00	\$1,000 00
g) Conveyance Sick Fishermen, Labrador.....	\$800 00	\$800 00
(h) Extraordinary Expenditure—		
Fire Sufferers, Artificial Limbs, etc.....	\$2,000 00	\$3,500 00
(i) Contingencies—		
Printing and Stationery.....	} \$705 00	\$705 00
Postage and Telegrams		
Fuel and Light		
Sundries, Telephone, etc		
	\$705 00	\$705 00
j) Rent.....	\$471 00	\$471 00
(k) Shipwrecked Crews—		
Shipwrecked Crews, including allowance for keeping accounts \$100	\$3,000 00	\$3,500 00

VII. Public Charities (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>(a) Relief of the Poor Department (concluded).</i>		
(a) Salaries—St. John's.....	\$3,800 00	\$3,800 00
" —Outports	3,442	3,842
New Offices—Salaries, if required, for new offices established by Order in Council	200	200
	7,442 00	7,842 00
(b) Medical Attendance to Paupers.....	5,349	7,349
(c) Permanent and Casual Poor.....	115,000	110,000
(d) Orphanages.....	6,550	10,540
(e) Expenses Pauper Lunatics.....	1,000	1,200
(f) Conveyance Sick Poor.....	1,000	1,000
(g) Conveyance Sick Fishermen, Labrador.....	800	800
(h) Extraordinary Expenditure	2,000	3,500
) Contingencies.....	705	705
(j) Rent.....	471	471
(k) Shipwrecked Crews.....	3,000	3,500
Total.....	\$143,317 00	\$146,547 00
<i>(b) Charitable Societies.</i>		
Halifax Institute for the Blind, 13 at \$180.....	\$2,340 00	\$2,340 00
" " for the Deaf and Dumb, 10 at \$165.....	1,650	1,800
Incidental expenses, etc., re above	200	200
Dorcas Society, St. John's.....	230	230
" Harbor Grace.....	120	120
" Carbonear	116	116
" Twillingate	100	100
St. John's Factory.....	462	462
Benevolent Irish Society, Industrial Department.....	231	231
General Protestant Industrial Society, St. John's.....	462	462
Ladies' St. Vincent de Paul, St. John's.....	231	231
" " " " Harbor Grace.....	120	120
Salvation Army Rescue Home	450	450
Food and Shelter Depot, S.A	200	200
Salvation Army Maternity Home.....	500	500
Harbor Grace Industrial School.....	400	400
R.N.M.D.S. Mission Hospital, Battle Harbor, Labrador.....	500	500
" " " Indian Harbor, Labrador.....	500	500
" " " St. Anthony, District St. Barbe.....	500	500
Moravian Church Hospital, Okak, Labrador.....	200	200
Convalescent Home	400	400
	\$9,912 00	\$10,062 00

VII.—Public Charities (continued).

DETAIL (continued),

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907—1908.	Estimate 1908-1909
<i>(c) Lunatic Asylum.</i>		
Salaries—		
The Resident Physician	\$1,700 00	\$1,700 00
The Matron	360	438
Three Commissioners at \$200		600
Males—		
One at \$400.....\$400	400	400
One at 300.....350	360	360
Two at 312.....624	624	624
One at 325.....325	325	325
One at 310.....310	310	310
One at 365.....365	365	365
Two at 300.....600	600	600
Three at 290.....870	870	870
Two at 270.....540	540	540
One at 260.....260	260	260
One at 200.....200	200	200
Females—		
One at \$210.....\$210	210	210
Four at 120.....480	480	480
Eight at 108.....864	864	864
Two at 96.....192	192	192
One at 84.....84	84	84
	\$8,744 00	\$9,422 00
Contingencies—		
Stationery	\$200 00	300 00
Sundries		
	\$200 00	\$300 00
Supplies—		
Rations.....	\$13,700 00	\$14,500 00
Clothing	2,500	2,500
Incidentals, viz.: Medicines, Graves, Forage, Straw, Repairs to Furniture, etc.....	1,800	2,000
	\$18,000 00	\$19,000 00
Fuel and Light—		
Coal, etc	\$4,500 00	\$4,500 00
Repairs—		
Repairs	1,450	3,350 00
Total for Lunatic Asylum.....	\$32,894 00	\$36,572 00
<i>(d) General Hospital.</i>		
Salaries—		
Resident Physician	\$1,900 00	\$1,900 00
Cab Hire		
Assistant Physicians, two at.....		
Seaman's Physician, two at.....		
Electro-Therapeutics—Physician.....		
Carried forward.....	\$2,640 00	\$2,640 00

VII—Public Charities (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
(d) General Hospital (concluded).		
Brought forward.....	\$2,640 00	\$2,640 00
Salaries—		
The Matron	480	480
The Superintendent of Nurses	480	480
Messenger and Fireman.....	300	300
Male Attendant, 1	320	320
Seamstress	80	80
Laundresses, 2; Housemaid, 1; and three hervants; 6 at \$72.....	432	432
Cook	120	120
Nurses—		
Night Superintendent.....	141	144
Head Nurse.....	100	100
Probationers, six at \$100	600	600
" four at \$72	288	288
" four at \$48	192	192
Additional Help in Hospital and Laundry.....	150	150
To cover increase in Salary of Probations and increase cost of Maintenance.....	500	4,500
	<u>\$6,826 00</u>	<u>\$10,826 00</u>
Contingencies—		
Stationery	} \$75 00	\$200 00
Printing, Telegrams, Postage and Incidentals		
	<u>\$75 00</u>	<u>\$200 00</u>
Supplies—		
Rations.....	\$11,700 00	\$25,000 00
Medicines, Wines, Spirits	2,400	4,800
Clothing, Bedding, etc	600	1,200
Sundries	1,000	2,000
	<u>\$15,700 00</u>	<u>\$33,000 00</u>
Fuel and Light	\$2,800 00	\$5,600 00
Repairs	1,000	1,000
	<u>\$26,401 00</u>	<u>\$50,626 00</u>
(c) Poor Asylum.		
Salaries—		
The Superintendent.....	\$500 00	\$500 00
Allowance for horse hire	50	50
The Matron	150	150
The Attendant Physician.....	50	50
Two Male Attendants—one at \$280; one at \$40	320	320
Ten Male Attendants—one at \$114; one at \$108; four at \$84; four at \$70.....	846	846
One Night watchman.....	360	360
	<u>\$2,276 00</u>	<u>\$2,276 00</u>
Contingencies—		
Stationery	} \$110 00	\$110 00
Postage.....		
Sundries, including Telephone.....		
	<u>\$110 00</u>	<u>\$110 00</u>

VII.—Public Charities (continued).

DETAIL (continued).

A.— Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907—1908.	Estimate 1908—1909.
(c) Poor Asylum (concluded).		
Maintenance—		
Rations.....	\$7,800 00	\$8,400 00
Clothing and Bedding	1,150	1,150
Sundries, utensils, cleaning, etc.....	1,000	1,000
	<u>\$9,950 00</u>	<u>\$10,550 00</u>
Fuel and Light.....	\$1,350 00	\$1,500 00
Repairs.....	1,500	1,000
Total for Poor Asylum.....	<u>\$15,186 00</u>	<u>\$15,436 00</u>
(f) Public Health.		
Salaries—		
Public and Medical Health Officer	\$2,000 00	\$2,000 00
Matron, New Fever Hospital	400	400
Attendant Physician, Fever Hospital.....	100	100
Matron, Hospital, Signal Hill.....	120	120
Inspector Public Health.....	580	700
Messenger and Fireman at Old Fever Hospital.....	180	180
Nurse at New Fever Hospital.....		120
Two Attendants at \$84	144	168
Inspector of Meats	250	250
Fireman and Messenger, New Fever Hospital.....	180	300
Clerk and Typist to new Health Officer.....		300
	<u>\$3,954 00</u>	<u>\$4,638 00</u>
Contingencies—		
Rent of Office, \$110 ; Fuel and Light, \$25 ; Cleaning, \$28.....	\$163 00	\$163 00
Printing and Stationery	50	150
Doctors' Reports on Infectious Cases	130	130
Disinfectants and Drugs, etc	25	100
Travelling Expenses.....	75	200
Labaratory Apparatus and Chemicals		150
Typewriter Machine		110
Sundries for Office		50
	<u>\$443 00</u>	<u>\$1,053 00</u>
Conveyance—		
For Conveyance, Graves and Burials	\$200 00	\$600 00
Total for St. John's	<u>\$4,597 00</u>	<u>\$6,171 00</u>
OUTPORTS.		
Generals—		
Quarantine		
Doctors' Reports on Infectious Cases.....		
Medical Attendance and Nurses.....		
Medicines, Disinfectants, Fumigation		
Provisions and Clothing.....		
Medicines supplied to H. M. Ships for Sick Poor around the Island, and bonus to Doctors of said ships		
Sundries.....		
	<u>\$3,000 00</u>	<u>\$5,000 00</u>

VII.—Public Charities (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
OUTPORTS.		
Twillingate—		
Salary Keeper and Sundries	\$80 00	\$80 00
Labrador—		
Passages, Hire of Room, etc. for Doctor and Nurse.....	\$1,000 00	\$1,000 00
Medical Attendance and Medicine	1,000	1,500
	\$2,000 00	\$2,500 00
Total Outports.....	\$5,080 00	\$7,580 00
Total for St. John's.....	4,597	6,171
Total for Public Health	\$9,677 00	\$13,751 00
(g) Lazaretto.		
ST. JOHN'S.		
Maintenance and Supplies—		
Rations	\$750 00	\$750 00
Medicines, Wines and Eisinfectants.....	300	300
Sundries, Clothing, etc.....	150	150
	\$1,200 00	\$1,200 00
Fuel and Light	\$300 00	\$300 00
Repairs to Lazaretto	\$400 00	\$400 00
	\$1,900 00	\$1,900 00
(h) New Fever Hospital.		
Maintenance and Supplies—		
Rations	\$2,500 00	\$2,500 00
Medicines, Wines and disinfectants	800	800
	\$3,300 00	\$3,300 00
Fuel and Light	\$500 00	\$500 00
Fumigator		
Total	\$3,800 00	\$3,800 00

VIII. Lighthouses, Blockhouse, Noon and Fog Guns.

AMOUNT TO BE VOTED, \$73,651.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907 1908.	Estimate 1908—1909.
<i>Lighthouses.</i>		
Salaries	\$32,489 00	\$35,083 00
Maintenance	29,760	31,130
Contingencies	300	300
Repairs	4,000	4,000
	\$66,549	\$70,513
<i>Blockhouse.</i>		
Salaries	\$600	\$600
Maintenance	450	450
	\$1,050 00	\$1,050 00
<i>Noon Gun.</i>		
Salaries	\$48	\$48 00
Ammunition	290	290
Chronometer Time	100	100
	\$438	\$438
<i>Fog Gun.</i>		
Salaries	\$100	\$100 00
Ammunition.....	1,000	1,000
	\$1,100	\$1,100
Telephone Service in connection with Cape Spear, St. Francis, Fort Amherst and Signal Hill.....	\$500 00	\$500 00
Gas Light—King's Wharf	50	50
	\$550 00	\$550
Station :		
Red Bay	\$60 00	\$60 00
Five Stations in White Bay.....	250	250
Gull Island—		
Keeper, \$444 ; Assistant, \$348	792	792
Courier.....	60	60
Nipper's Harbor—		
Keeper.....	300	300
Great Denier Island—		
Keeper.....	225	225
South End Long Island—		
Keeper, \$444 ; Assistant, \$348	792	792
Courier.....	60	60
Long Point, Twillingate—		
Keeper.....	462	462
Assistant	348	348
Wharf Light, Twillingate—		
Keeper.....	100	100
Bacalhao, North—		
Keeper.....	528	528
Fogo Harbor—		
Keeper.....	204	204
Brook's Point.....	360	360
Change Island—		
Keeper.....	300	300
^ Cann Island—		
Keeper.....	450	450
	\$5,291 00	\$5,291 00
Carried forward.....		

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

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Lighthouses—Salaries (continued).</i>		
Brought forward.....	\$5,291 00	\$5,291 00
Station :		
Seldom-Come-By—		
Fog Alarm Keeper.....	528	528
Tilton Harbor—		
Keeper.....	100	100
Wadham Island—		
Keeper.....	582	582
Penguin Island—		
Keeper.....	582	582
Cabot Island—		
Keeper.....	582	582
Courier	60	60
Puffin Island—		
Keeper	360	360
Little Denier Island—		
Keeper.....	528	528
King's Cove Head—		
Keeper.....	252	252
Squarrye Head—		
Keeper.....	204	204
Cape Bonavista—		
Keeper.....	462	462
Assistant	348	348
Green Island Light and Alarm—		
Keeper and Engineer	444	444
Assistant	348	348
Fort Point, Trinity—		
Keeper.....	150	150
Random Island—		
Keeper.....	528	528
Heart's Content—		
Keeper.....	252	252
Hant's Harbor—		
Keeper.....	150	150
Baccalieu, South—		
Keeper, including Assistant	720	720
Courier	80	80
Baccalieu—		
Fog Alarm Keeper and Assistant.....	528	528
Western Bay—		
Keeper Fog Station	528	528
Carbonear Island—		
Keeper.....	360	360
Harbor Grace Island—		
Keeper.....	360	360
Harbor Grace Beacon—		
Keeper.....	200	200
Bar Buoys.....	40	40
Green Point, Bay Roberts—		
Keeper.....	204	204
Brigus—		
Keeper.....	360	360
Salmon Cove		204
Cape St. Francis—		
Keeper.....	462	462
Engineer.....	420	420
Carried forward	<u>\$16,013 00</u>	<u>\$16,217 00</u>

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

DETAIL (continued).

A.— Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Lighthouses—Salaries (continued).</i>		
Brought forward.....	\$16,013 00	\$16,217 00
Station :		
Fort Amherst— Keeper.....	700	700
Leading Lights, St. John's— Keeper.....	320	320
Cape Spear— Keeper.....	462	462
Engineer.....	420	420
Assistant Keeper.....	348	348
Bay Bulls.....	528	528
Ferryland— Keeper.....	600	600
Powell's Head— Keeper, \$408 ; Assistant, \$384.....	792	792
Cape Pine — Keeper.....	650	650
Point LaHaye— Keeper.....	252	252
Cape St. Mary's— Keeper.....	462	462
Assistant.....	348	348
Courier.....	20	20
Point Verde— Keeper.....	360	360
Point Latina— Keeper.....	252	252
Long Island, Placentia— Keeper.....	528	528
Courier.....	60	60
Burin— Iron Islands Keeper.....	300	300
Dodding Head— Keeper.....	444	444
Assistant.....	348	348
Green Island Light and Alarm.....	.....	800
Lamaline— Keeper.....	150	150
St. Lawrence.....	.....	150
Brunette— Keeper.....	666	666
Grand Bank— Keeper.....	150	150
Garnish Keeper.....	150	150
Belloram— Keeper.....	150	150
Rocky Point— Keeper.....	150	150
Sagona— Keeper.....	60	60
Pass Island— Keeper.....	360	360
St. Jacques.....	.....	528
Gaultois— Keeper.....	150	150
Carried forward.....	\$26,192 00	\$27,875 00

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

DETAIL (continued).

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907—1908.	Estimate 1908—1909.
<i>Lighthouses—Salaries (concluded).</i>		
Brought forward.....	\$26,193 00	\$27,875 00
Station :		
Ramea Island—		
Keeper.....	528	528
Boar Island—		
Keeper.....	360	360
Ireland Island—		
Keeper.....	560	560
Rose Blanche—		
Keeper of Lighthouse.....	408	408
Keeper Fog Alarm.....	528	528
Isle-aux-Morts—		
Keeper.....	150	150
Channel Range Lights and Buoys—		
Keeper.....	360	360
Channel Head—		
Light and Fog Signals.....	810	810
Sandy Point—		
Keeper.....	204	204
Bay of Islands—		
Keeper.....	300	300
Lobster Cove Head—		
Keeper.....	528	528
Kepple Island—		
Keeper.....	300	300
Double Island—		
Keeper.....	528	528
Indian Tickle—		
Keeper.....	528	528
St. Michael's Head.....	204	204
Lights in course of erection.....		912
Total.....	<u>\$32,489 00</u>	<u>\$35,083 00</u>
<i>Lighthouses—Maintenance.</i>		
Maintenance—		
Six Beacons.....	\$240 00	\$240 00
Gull Island.....	450	450
Nipper's Harbor.....	200	200
Long Island, Notre Dame Bay.....	350	350
Great Denier.....	60	60
Long Point, Twillingate.....	400	400
Wharf Light, Twillingate.....	150	150
Bacalhao, North.....	200	200
Fogo Harbor.....	75	75
Joe Batt's Arm, Brooke's Point.....	250	250
South End of Change Islands.....	250	250
Cann Island.....	200	200
Seldom-Come-By Fog Alarm.....	500	500
Tilton Harbor.....	40	40
Wadham Island.....	300	300
Penguin Island.....	250	250
Cabot Island.....	400	400
Puffin Island.....	340	340
Little Denier.....	270	270
King's Cove Head.....	180	180
Squarrey Head.....	100	100
Cape Bonavista.....	400	400
Green Island Light and Alarm.....	1,200	1,200 00
Carried forward.....	<u>\$6,805 00</u>	<u>\$6,805 00</u>

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

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Lighthouses—Maintenance, etc. (continued).</i>		
Brought forward.....	\$6,805 00	\$6,805 00
Maintenance--		
Fort Point, Trinity	130	130
Random Island.....	230	230
Heart's Content	150	150
Hant's Harbor	130	130
Baccalieu, South.	400	400
Baccalieu Fog Alarm.....	600	600
Western Bay Fog Signal.....	750	750
Carbonear.....	200	200
Harbor Grace Island.....	465	465
Harbor Grace Beacon	250	250
Harbor Grace Beacon and Bar Buoys		
Green Point, Bay Roberts.....	150	150
Brigus	200	200
Cape St. Francis—Light and Alarm	1,400	1,400
Cape St. Francis	50	50
Fort Amherst.....	400	400
Leading Lights, St. John's—special \$500	420	420
Cape Spear—Light and Alarm	1,300	1,300
Bay Bulls	300	400
Ferryland	375	375
Powell's Head.....	2,130	1,150
Cape Pine.....	445	445
Point LaHaye	150	150
Cape St. Mary's	500	500
Point Verde.....	270	270
Point Latina	200	200
Long Island, Placentia	300	300
Burin Iron Island.....	150	300
Dodding Head.....	500	500
Green Island Station.....	.....	1,100
St. Lawrence	300	300
Lamaline.....	200	200
Brunette	600	600
Grand Bank.....	100	100
Garnish	100	100
Belloram	130	130
St. Jacques.....	300	300
Rocky Point.....	130	130
Sagona Fog Gun	80	80
Pass Island.....	300	300
Gaultois.....	120	120
Ramea	250	250
Boar Island	260	260
Ireland Island.....	260	260
Rose Blanche.....	260	260
Rose Blanche Fog Alarm.....	500	500
Isle-aux-Morts.....	120	120
Channel Head Light and Signal	1,100	1,100
do and Buoys	200	200
Sandy Point.....	200	200
Bay of Islands.....	200	200
Lobster Cove Head	250	250
Kepple Island	200	200
Double Island, Labrador	300	300
Indian Tickle, Labrador	250	250
Lights in course of erection.....	.....	450
Carried forward.....	\$26,510 00	\$26,880 00

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

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Lighthouses—Maintenance, &c. (concluded).</i>		
Brought forward.....	\$26,510 00	\$26,880 00
Maintenance—		
General Lighthouses	3,000	4,000
Guiding Marks in Harbors on Treaty Coast.....	250	250
For General Repairs and up-keep of the Service.....	4,000	4,000
Contingencies—		
Telegrams, Printing, and Advertising, Stationery	300	300
	<u>\$34,060 00</u>	<u>\$35,430 00</u>
<i>Blockhouse.</i>		
Salaries—		
One man	300 00	300
One man	300	300
Maintenance—		
Fuel and Light	450	450
	<u>\$1,050 00</u>	<u>\$1,050 00</u>

IX. Agriculture and Mines.

AMOUNT TO BE VOTED, \$11,420.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
Surveys— Petty Surveys	\$1,500 00	\$1,500 00
Preservation of Sheep— Amount required for destroying dogs, cost of Proclamations	120	120
Supplies— Supplies for Surveyors	8,000	8,000
Mineral and other Assays .....	.....	300
Expenses under Forest Fires Act and Timber inspection	1,500	1,500
Board of Agriculture	4,000	.....
Barns and Fencing	3,000	.....
Total	\$18,120 00	\$11,420 00

X. Marine and Fisheries.

AMOUNT TO BE VOTED, \$92,940.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908.	Estimate 1908-1909
<i>General.</i>		
Protection, &c.—		
Salaries	\$5,000 00	\$5,000 00
Meteorological Service.....	.....	4,000
Requirements for Hatcheries	1,250	1,250
Herring Fishery Protection.....	800	800
Expenses S.S. <i>Fiona</i> (Customs Protection).....	20,000	20,000
Contingencies, viz. :—		
Travelling expenses Superintendent Fisheries.....	300	300
Repairs incubators, and incidentals	150	150
Travelling expenses Inspector of Boilers.....	300	300
“ of Fishery Expert	300	300
Lobster Label expenses.....	1,500	1,500
Public Wharves—		
Public Wharves, repairs, keepers, rent and lights..	800	1,000
Harbor Master—		
Harbor Master, St. John's, \$100 ; boatman, \$360.....	460	460
Night Boatman and Sundries	40	40
Examiner Master and Mates—		
Instructors to Masters and Mates and Assistant Examiners	540	540
In aid of Instruction in Drawing for Mechanical Engineers	300	300
Cold Storage for Bait.....	5,000	5,000
Enforcement of Bait Laws.....	8,000	8,000
	\$44,740 00	\$48,940 00
<i>Home Industries.</i>		
Shipbuilding—		
Bounty on Ships Built.....	5,000 00	16,000 00
Marine Works.....	\$15,000 00	15,000 00
Fog Alarms and Lighthouses.....	10,000 00	10,000 00
Dredging	3,000 00	3,000 00
	\$77,740 00	\$92,940 00

XI. Roads, Bridges, Ferries and Railways.

AMOUNT TO BE VOTED, \$172,396.00.

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1907—1908.	Estimates 1908—1909.
<i>Roads.</i>			
Local, viz:—			
District of St. Barbe		\$2,534 00	\$2,534 00
“ Twillingate		6,069	6,069
“ Fogo		2,360	2,360
“ Bonavista		6,413	6,413
“ Trinity		6,456	6,456
“ Bay-de-Verde.....		3,065	3,065
“ Carbonear		1,567	1,567
“ Harbor Grace.....		3,953	3,953
“ Brigus and Port-de-Grave.....		2,322	2,322
“ Harbor Main		2,964	2,964
“ St. John's East.....		6,710	6,710
“ St. John's West.....		5,765	5,765
“ Ferryland		1,777	1,777
“ Placentia and St. Mary's.....		4,740	4,740
“ Burin		3,245	3,245
“ Fortune Bay		2,730	2,730
“ Burgeo and LaPoile		2,185	2,185
“ St. George.....		2,835	2,835
Total for Local Roads.....		\$67,690 00	\$67,690 00
Main Lines	(a)	\$65,660 00	\$65,660 00
Construction and Repairs to Roads	(b)	\$20,000 00	\$20,000 00
Salaries	(c)	\$702 00	\$702 00
Lighting St. John's Streets, and half cost of Southside, \$250	(d)	\$8,250 00	\$8,250 00
Total Roads.....		\$162,302 00	\$162,302 00
Ferries	(e)	\$9,635 00	\$10,094 00
Railways	(f)	\$3,950 00	.....
Total		\$175,887 00	\$172,396 00
<i>Total for Summary.</i>			
A.—Roads		\$162,302 00	\$162,302 00
Ferries		9,635 00	10,094 00
Railways		3,950 00	.....
Total		\$175,887 00	\$172,396 00

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

DETAIL (continued).

A.— Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907—1908.	Estimate 1908—1909.
(a) Main Roads.		
Roads in the District of St. Barbe.....	\$2,225 00	\$2,225 00
Shoe Cove to LaScie	100	100
Round Harbor to Tilt Cove.....	75	75
Round Harbor to Snook's Arm	75	75
Snook's Arm to Bett's Cove	50	50
Bett's Cove to Rouge Harbor.....	90	90
Rouge Harbor to North West Arm	65	65
Little Bay Mines towards Indian Brook	500	500
Jackson's Cove to King's Cove.....	100	100
Jackson's Cove to Birchy Cove and Colchester.....	65	65
Southern Harbor, Little Bay Island to Sulian's Cove.....	50	50
Lush's Bight to Ward's Harbor.....	100	100
Fortune Harbor to Cottrell's Cove	100	100
New Bay Head to Fortune.....	40	40
Exploits to Sergeant's Cove	40	40
Black Island Tickle to Keir's Cove.....	57	57
Moreton's Harbor to Change Harbor.....	60	60
Moreton's Harbor to Western Head.....	115	115
Tizzard's Harbor to Carter's Cove.....	100	100
Tizzard's Harbor to Moreton's Harbor	100	100
Jenkins' Cove to French Beach.....	50	50
Rink Road, leading from Congregational Church to Bluff Head Cove	100	100
Twillingate to Bluff Head.....	50	50
Gillard's Cove, round Kettle Cove, connecting Purcell's Hr.....	230	230
Lowland Cove to Main Line	20	20
Little Harbor to Purcell's Harbor, across Marsh	50	50
Little Harbor to Jones' Cove	30	30
Durrell's Arm to Codjack's Cove.....	30	30
Twillingate to Little Harbor.....	100	100
Twillingate to Long Point	50	50
Hare Bay to Fogo.....	75	75
Barr'd Island to Fogo Road	178	178
Shoal Bay to Fogo	75	75
Tilting to Joe Batt's Arm (half way).....	120	120
Seldom-Come-By to Fogo.....	327	327
Rocky Bay to Gander Bay.....	74	74
North Side Ragged Harbor to North Side Apsey Cove.....	100	100
Cat Harbor to Musgrave Harbor.....	200	200
Cape Freels to Cat Harbor.....	100	100
Greenspond to Cape Freels	700	700
Shambler's Cove to New Harbor and Indian Bay	100	100
Shambler's to Loo Cove	100	100
Greenspond to English Harbor, or on the Landing place near English Harbor.....	150	150
Salvage Bay to Squid Tickle	50	50
Salvage Bay to Alexander Bay.. ..	50	50
Salvage Bay to Happy Adventure.....	100	100
Southern Bay to Goose Bay.....	50	50
Plate Cove to Shoal Harbor.....	750	750
Southern Bay to Goose Bay, via Sweet Bay.....	200	200
Riverhead, Southern Bay towards Muddy Bay.....	100	100
Trinity to Indian Arm, Southern Arm	400	400
Plate Cove towards Brown's Marsh.....	125	125
Open Hall towards Brown's Marsh.....	100	100
Brown's Marsh towards King's Cove.....	125	125
Tickle Cove to Plate Cove	200	200
Carried forward.....	\$9,366 00	\$9,366 00

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

DETAIL (continued.)

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907—1908.	Estimate 1908—1909.
(a) Main Roads (continued).		
Brought forward.....	\$9,366 00	\$9,366 00
King's Cove to Tickle Cove.....	200	200
Trinity to King's Cove	800	800
King's Cove to Bonavista.....	500	500
Amherst Cove to Catalina	300	300
Bonavista to Catalina.....	410	410
Bonavista to Elliston.....	100	100
Catalina to Elliston	200	200
Catalina to Little Catalina.....	50	50
Trinity to Catalina.....	720	720
Trinity to Pope's Harbor.....	500	500
Heart's Ease to Butter Cove	60	60
Hickman's Harbor to Britannia Cove.....	120	120
Dildo to Chance Cove	700	700
New Harbor to South Dildo	100	100
New Harbor to Broad Cove Station	200	200
New Harbor to Heart's Content.....	900	900
New Harbor to Spaniard's Bay	330	330
Glover Road.....	900	900
Whitbourne Roads.....	400	400
Colinet, towards Hodge Waters.....	1,200	1,200
Whitbourne to South Dildo.....	400	400
Carbonear to Heart's Delight.....	200	200
Carbonear to New Perlican	1,200	1,200
New Perlican to Lead Cove.....	775	775
Lead Cove to Grate's Cove	325	325
Old Perlican to Lower Island Cove.....	400	400
Old Perlican to Bay-de-Verde.....	200	200
Grate's Cove to Bay-de-Verde.....	200	200
Bay-de-Verde to Red Head Cove.....	100	100
Carbonear to Bay-de-Verde.....	1,250	1,250
Carbonear to Perry's Cove via Freshwater	100	100
Brigus to Carbonear.....	1,000	1,000
Upper Island Cove to Harbor Grace.....	200	200
Upper Island Cove to Tilton.....	130	130
Tilton to Brazil's Hill.....	50	50
Tilton to Spaniard's Bay	120	120
Spaniard's Bay to Bishop's Cove.....	200	200
Central Road, Bay Roberts	600	600
Road to Point, Bay Roberts	200	200
Agricultural Road, Coley's Point.....	400	400
Hallstown to Snow's Pond	200	200
South Pond Road, Brigus.....	200	200
Brigus Main Line to Nine Island Pond.....	150	150
Roach's Pond, Cupids.....	250	250
Goulds and on Long Harbor Road.....	150	150
Goulds and on Turkswater Road	500	500
Quigley's to Brigus.....	1,500	1,500
Conception Harbor, Collier's and Bacon Coves.....	150	150
Salmon Cove, Gaster's.....	100	100
Holyrood, through Seal Cove.....	100	100
Holyrood to Witless Bay	650	650
Manuel's to Price's.....	100	100
Horse Cove to Topsail.....	75	75
Portugal Cove to Pouch Cove via Bauline.....	300	300
Torbay to Bauline.....	500	500
City Limits to Portugal Cove	500	500
Carried forward.....	\$31,531 00	\$31,531 00

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

DETAIL (continued).

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>(a) Main Roads (continued).</i>		
Brought forward.....	\$31,531 00	\$31,531 00
City Limits to Cape St. Francis	700	700
City Limits to Quigley's.....	200	200
Thorburn Road.....	100	100
Kenmount to Topsail.....	300	300
City Limits to Fort Amherst.....	430	430 50
City Limits to Waterford Bridge.....	219	219 50
City Limits to Cape Spear	300	300
Old Placentia to Topsail Road	200	200
Goulds to Renews.....	1,200	1,200
City Limits to Goulds	500	500
Trepassey to Renews	1,000	1,000
Holyrood to Halfway House.....	500	500
Placentia to Hurley's Bridge.....	350	350
Hurley's Bridge to Salmonier.....	150	150
Placentia to Little Placentia and Fox Harbor	400	400
Little Placentia towards Long Harbor.....	100	100
Placentia to Cape Shore.....	1,000	1,000
Branch to St. Bride's.....	500	500
Trepassey to St. Shott's and Cape Pine	350	350
Holyrood to St. Mary's.....	200	200
River Head to Mall Bay.....	80	80
Salmonier to St. Mary's	700	700
Western Shore, Placentia Bay	300	300
Burin Roads.....	3,000	3,000
Baine Harbor to Bay L'Argent, Baine Harbor End.....	425	425
Baine Harbor.....	150	150
Fortune Bay Roads	2,740	2,740
Burgeo and LaPoile Roads.....	1,900	1,900
Bay St. George Roads	2,584	2,584
Channel to Grand River.....	500	500
Main Roads, Bridges, Engineering and Inspection.....	10,000	10,000
Winter Postal Roads and Camps	3,000	3,000
Annual cost, right of way to pier at Grand Bank.....	30	30
Keeping said road in good condition	20	20
Total.....	\$65,660 00	\$65,660 00
<i>(b) Construction and Repairs to Roads.....</i>	<i>\$20,000 00</i>	<i>\$20,000 00</i>
<i>(c) Salaries.</i>		
Keeping Half-way House, Salmonier.....	\$162	\$162 00
Keeping Half-way House, Heart's Content—Carbonear.....	280	280
Keeping Half-way House, Trinity—Catalina.....	200	200
Keeping Half-way House, Renews—Trepassey.....	40	40
Keeping Half-way House, New Harbor—Burin.....	20	20
	\$702 00	\$702 00
<i>(d) Lighting St. John's Streets.</i>		
Amount payable to Municipal Council for St. John's Streets...	\$8,000 00	\$8,000 00
Amount payable to Municipal Council for Lighting South Side Roads, half cost.....	250	250
	\$8,250 00	\$8,250 00

XI. Roads, Bridges, Ferries and Railways (continued).

DETAIL (continued).

A.—Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>(e) Ferries.</i>		
Norris Point to Curzon Village and Woody Point	\$160 00	\$160 00
Wild Cove to Bear Cove, White Bay	70	70
Goose Cove.....	50	50
Across Castor River.....	40	40
Gillard's Cove to Tizzard's Harbor.....	110	110
Little Bay to Three Arms	20	20
Southern and Three Arms.....	25	25
Jones' Cove or Main Tickle Cove to Merritt's Harbor.....	120	120
Across Fortune Harbor.....	40	40
Fortune Harbor to N. W. Arm.....	40	40
Herring Neck to Green's Harbor.....	60	60
Herring Neck to Starve Harbor.....	60	60
Gander Bay	120	120
Ragged Harbor North to Ragged Harbor S., or Musgrave Hr...	80	80
Rocky Bay, Fogo	80	80
Deadman's Bay Pond North to Deadman's Bay Pond South, or Deadman's Bay to Ragged Harbor	80	80
Windmill Brook to end of Road	80	80
North to South Main Tickle, Change Island	110	110
Loo Cove	60	60
New Town to York, Bungy's, Hall's, Norris' and Outer Pin- chard's Island	110	110
Ship Island to Greenspond and Newell's Island.....	140	140
Shambler Cove or Mainland to Greenspond.....	80	80
Tinker's Island and Main Island to Pool's Island	80	80
Pool's Island to Greenspond.....	200	200
King's Cove to Amherst Cove.....	116	116
Southern Bay	80	80
Swain's Island to Wesleyville.....	120	120
Pool's, Knee's, Browne's and Dyke's Islands.....	80	80
Gooseberry Island—one Island to the other.....	80	80
Fair and Paul's Islands and Sydney Cove.....	40	40
Salvage from Side to Side.....	70	70
Sailor's Island to Mainland or Dark Cove.....	70	70
Trinity East to Trinity... ..	160	160
Trinity East to Southside.....	140	140
Foster's Point to Clarenville.....	150	150
Across Hickman's Arm.....	30	30
Britannia Cove to Burgoyne's Cove.....	80	80
Snook's Harbor to Foster's Point, Whiterock, etc.....	90	90
Harbor Grace Southside to Northside.....	180	180
Coley's Point to Bay Roberts	120	120
Duff's to Chapel's Cove.....	90	90
Chapel's Cove to Duff's.....	75	75
Holyrood Arm	20	20
North Arm to S. S. Holyrood.....	50	50
Kitchouses to South Shore, C.B.....	50	50
Bell Isle to Topsail	156	156
Portugal Cove to Bell Isle	180	180
Aquaforte	12	12
Aquaforte to Fermuse.....	94	94
West Side to Trepassey.....	60	60
Holyrood to Peter's River	80	80
Peter's River	40	40
Riverhead St. Mary's, South to North Side	50	50
King's Landing to Mount Carmel.....	100	100
Carried forward	\$4,678 00	\$4,678 00

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

DETAIL (concluded).

A.— Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>(c) Ferries (concluded).</i>		
Brought forward.....	\$4,678 00	\$4,678 00
Mother Rex to Admiral's Beach.....	40)	
Admiral's Beach to Colinet Island.....	80)	120
Across Mussel Pond, St. Joseph's.....	36	36
Across North Harbor near Colinet.....	20	20
Across Rocky River.....	40	40
Branch Gut, East to West Side.....	60	60
Jersey Side to Placentia Proper.....	230	230
St. Kyran's.....	20	20
Across Peckford's River.....	20	20
Clatice Cove.....	20	20
Placentia Sound.....	40	40
Public Wharf, Burin, to Step-a-side.....	200	200
Big Head, Mortier Bay.....	78	78
Little Bay to Spanish Room.....	78	78
Spoon Cove to Path End.....	200	200
Across Corbin Harbor.....	40	40
Across Little St. Lawrence.....	87	87
Across Lawn, Barrisway.....	25	25
Grand Beach, from Side to Side.....	40	40
Little Barchoise, near Grand Bank.....	40	40
Coomb's Cove to Little Bay.....	110	110
Flat Island to Davis Island.....	50	50
Marystown, Mortier Bay, North Side to South Side.....	150	150
Across Little Bay, Mortier Bay.....	90	90
Butler's Cove, Mortier Bay.....	75	75
Little Bay to Coomb's Cove.....	100	100
Jersey Harbor S.S. to Jersey Hr. N.S., thence to Hr. Breton	140	140
Hr. Breton S. Side to N. Side.....	120	120
Across Jersey Harbor.....	30	30
Harbor Breton to Hermitage Cove.....	139	139
Great Jervois to Pushthrough.....	30	30
English Harbor East.....	60	60
Across Bay du Nord.....	40	40
Bay D'Espoir.....	40	40
Misery Point across Great Harbor, LaPoile.....	140	140
Harbor LeCou to Petites.....	100	100
Grandy's Passage to Burnt Island and Main.....	100	100
Burnt Island—Main to Island.....	100	100
Grand Bay to Port-aux-Basques.....	120	120
Little LaPoile.....	40	40
LaPoile—across Little Harbor.....	60	60
Across LaPlant Harbor.....	40	40
Harding's Harbor to Stroud Tickle.....	20)	
Baker's Tickle to Harding's Island.....	10)	30 00
Across Highland's River Brook.....	40	40
Across Crabb's Brook.....	60	60
Across Robinson's Brook.....	60	60
Across Fischell's Brook.....	60	60
Sandy Point to South Side.....	120	120
Across Middle Barchoix Brook.....	60	60
Across Barchoix Brook, Southside Sandy Point.....	40	40
Across Flat Bay Brook.....	60	60
Little River, South to North Side.....	68	68
Grand Codroy River, South to North Side.....	80	80
Grand River, Codroy, S.S. to N.S. Gut.....	170	170
Flat Brook.....	40	40
Curling to Summerside.....	260	260
Incidentals, boat repairs, tackle, etc.....	1,000	1,000
Total for Ferries.....	\$10,094 00	\$10,094 00

XII. Postal and Telegraph Department.

AMOUNT TO BE VOTED, \$423,620.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908.	Estimate 1908-1909
<i>Summary.</i>		
General Post Office and Money Order Office	\$6,600 00	\$6,600 00
St. John's Post Office	13,420	13,820
Travelling Post Office	7,230	7,230
	27,250	\$27,650 00
Postmasters	17,434 00	17,904
Labrador Offices.....	916	1,000
Couriers.....	34,757 50	36,486
	\$80,357 50	\$83,040 00
Postal Contingencies	14,925 00	15,000 00
	\$95,282 50	\$98,040 00
Steam Subsidies.....	239,264 00	244,014 00
	\$334,546 50	\$342,054 00
<i>Telegraphs.</i>		
General Maintenance	58,548 00	65,066 00
Construction	14,000	14,000
Marconi Royalties		2,500 00
Grand Total.....	\$407,094 50	\$423,620 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>General Post Office.</i>		
Chief Clerk and Accountant	\$1,200 00	\$1,200 00
Assistant Accountant.....	800	800
Secretary to Postmaster General	650	650
Dead Letter and Stamp Clerk.....	550	550
Junior Clerk.....	300	300
<i>Money Order Office.</i>		
Superintendent Money Order Office.....	1,200	1,200
First Clerk	800	800
Second Clerk	550	550
Third Clerk	550	550
	\$6,600 00	\$6,600 00
<i>St. John's Post Office—Registration and Parcel Post Branch.</i>		
Superintendent Registration.....	\$1,000 00	\$1,000 00
Assistant Registration Clerk	400	400
First Parcel Clerk.....	800	800
Second Parcel Clerk.....	450	450
Assistant Parcel Clerk.....	400	400
Assistant Parcel Clerk and Storekeeper.....	500	500
<i>Distribution Branch.</i>		
General Delivery Clerk.....	800	800
Clerk in Charge.....	800	800
Foreign Despatching Clerk	750	750
Assistant Despatching Clerk	750	750
Local Despatching Clerk.....	700	700
Local Despatching Clerk.....	650	650
Window Clerk.....	650	650
Newspaper Assorter.....	500	500
General Assorter.....	500	500
General Assorter and Stamper		400
First Letter Carrier	450	450
Second Letter Carrier	450	450
Third Letter Carrier	350	350
Fourth Letter Carrier	350	350
Fifth Letter Carrier.....	300	300
Sixth Letter Carrier.....	300	300
Seventh Letter Carrier	250	250
Eighth Letter Carrier	200	200
Ninth Letter Carrier	200	200
Tenth Letter Carrier.....	200	200
Keeper	300	300
Fireman.....	300	300
Watchman	120	120
	\$13,420 0	\$13,820 00
<i>Travelling Post Offices.</i>		
Conception Bay Railway Mail Clerk (P.M.).....	\$500 00	\$500 00
Conception Bay Railway Mail Clerk (A.M.).....	450	450
Placentia Railway Mail Clerk.....	450	450
Main Line Railway Mail Clerk.....	550	550
Carried forward.....	\$1,950 00	\$1,950 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Travelling Post Office (concluded).</i>		
Brought forward	\$1,950 00	\$1,950 00
Main Line Railway Mail Clerk	500	500
Main Line Railway Mail Clerk.....	500	500
Main Line (formerly Reserve Clerk) ..	450	450
Main Line, Fortune District	260	260
Bonne Bay and St. John's Mail Clerk.....	500	500
Port-aux-Basques and Sydney	650	650
Port-aux-Basques and Placentia.....	390	390
Northern Coastal T.P.O	300	300
Bonavista Bay.....	260	260
Fogo District	260	260
Notre Dame Bay.....	260	260
Placentia Bay	390	390
Straits of Belle Isle.....	300	300
Trinity Bay	260	260
	\$7,230 00	\$7,230 00
<i>Outport Salaries.</i>		
Adams' Cove	\$30 00	\$30
Admiral's Beach.....		10
Admiral's Cove.....	10	10
Amherst Cove.....	15	15
Anderson's Cove.....	15	15
Aquaforte	40	40
Argentia	50	50
Arnold's Cove	24	24
Avondale.....	80	80
Avondale North (Cat's Cove).....	24	24
Baie Verte.....	50	50
Baine Harbor.....	24	24
Balena	15	15
Bank Head.....	15	15
Bareneed	30	30
Barr'd Island	15	15
Barren Island	30	30
Bartlett Harbor.....	15	15
Bauline	15	15
Bay Bulls.....	120	120
Bay D'Espoir (Ship Cove).....	15	15
Bay-de-Verde	36	36
Bay-du-Nord, Fortune Bay	15	15
Bay-de-Nord, Hermitage Bay.....	15	15
Bay L'Argent	30	30
Bay of Islands.....	100	100
Bay Roberts.....	240	240
Beau Bois	20	20
Bell Island	100	200
Belle Isle Mines		50
Belleoram	60	60
Bellevue	15	15
Benoit's Cove.....	15	15
Bett's Cove.....	20	20
Birchy Bay.....	15	15
Birchy Head.....	15	15
Carried forward	\$1,328 00	\$1,488 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907—1908.	Estimate 1908—1909.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$1,328 00	\$1,488 00
Bishop's Cove	18	18
Bishop's Falls	15	15
Blachead	60	60
Black Island	15	15
Black River	30	30
Blaketown	15	15
Bonaventure.....	24	24
Bonavista	220	220
Bonne Bay	90	90
Boot Harbor	20	20
Bos Warlos	15	15
Boxey.....	15	15
Boyd's Cove	30	30
Branch.....	30	30
Brent's Cove	15	15
Brewley	15	15
Brien's Stand	10	10
Brig Bay	15	15
Brigus, Cross Roads.....	24	24
Brigus Gullies	30	30
Brigus South.....	20	20
British Harbor	15	15
Broad Cove, Bay-de-Verde.....	40	40
Broad Cove, Bonavista	15	15
Broad Cove, Placentia		10
Broad Cove, Renews	24	24
Brookfield	10	10
Brooklyn	40	40
Brunette	15	15
Bryant's Cove.....	10	10
Bunyan's Cove.....	15	15
Burgeo	100	120
Burgeo, Placentia.. Bay	15	15
Burgoyne's Cove.....	30	30
Burin	160	160
Burin Bay Arms	15	15
Burin North.....	60	60
Burnt Island, Bonavista	15	15
Burnt Islands, Burgeo & LaPoile.....	24	24
Burnt Point.....	24	24
Burying Place.....	15	15
Campbellton	30	30
Cape Broyle	50	50
Cape Freels.....	15	15
Cape LaHune.....	18	18
Cape Norman.....	15	15
Cape Race.....	10	10
Cape Ray.....	24	24
Caplin Bay	35	35
Caplin Cove	15	15
Carbonear	500	500
Carbonear, Assistant.....	250	250
Carmanville (Western Arm).....	24	24
Carter's Cove.....		10
Total.....	\$3,682 00	\$3,882 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908.	Estimate 1908-1909.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$3,682 00	\$3,882 00
Cartyville	30	30
Catalina	80	80
Cat Harbor	15	15
Cavendish	15	15
Chance Cove	24	24
Change Island	40	40
Channel	200	200
Chapel Arm	14	14
Chapel's Cove.....	30	30
Charlottetown	24	24
Clam Bank Cove	10	10
Clarenville South	30	30
Clarke's Beach	100	100
Coachman's Cove	30	30
Codroy.....	30	30
Coley's Point	30	30
Colinet	15	15
Collier's	24	24
Collier's, Central	24	24
Collier's Bay Cove	15	15
Come-By-Chance, Placentia Bay	10	10
Comfort Cove	30	30
Conception Harbor	60	60
Conche	30	30
Connaigre	15	15
Coombs' Cove	15	15
Corner Brook	30	30
Cottell's Island.....	20	20
Coward's Island .....	.....	10
Cow Head.....	24	24
Crabbs Brook	24	24
Creek	15	15
Cul-de-Sac, West	15	15
Cupids .....	.....	20
Current Islands	15	15
Cuslett.....	15	15
Daniel's Cove.....	15	15
Daniel's Harbor	15	15
Daniel's Point.....	8	8
Dark Tickle	15	15
Deep Bight	10	10
Deer Harbor	15	15
Deer Island	15	15
Carried forward	\$4,873 00	\$5,103 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Outport Salaries (continued).</i>		
Brought forward..	\$4,873 00	\$5,103 00
Deer Lake.....	24	24
Dildo.....	25	25
Dog Bay ..	24	24
Doyle's Station.....	30	30
Drooke		8
Dunville	30	30
Elliott's Cove	30	50
Elliston	24	24
Englee	24	24
English Harbor, Trinity.....	24	24
English Harbor, West	30	30
Epworth ..	30	30
Exploits	90	90
Fair Island ..	20	20
Famish Cove ..	15	15
Farmer's Arm	24	24
Fermeuse, North	24	24
Fermeuse, Riverhead.....	80	80
Fermeuse, South Side.....	15	24
Ferryland	140	140
Flat Islands, Bonavista..	24	24
Flat Islands, Burin	25	25
Flat Rock	24	24
Fleur-de-Lys.....	10	15
Flower's Cove... ..	34	34
Fogo.....	200	200
Fortune Harbor	30	30
Foster's Point.....	24	24
Fox Cove, Burin	15	15
Fox Cove, Bonavista Bay.....	10	10
Fox Cove, Fortune Bay	15	15
Fox Harbor, Placentia Bay	20	20
Fox Harbor, Trinity Bay	15	25
Fox Island	15	15
Fox Roost.....	10	10
Fox Trap	10	10
Francois.....	15	15
Fredericton ..	15	15
Freshwater ..	50	50
Freshwater Road	15	15
Gander Bay.....		10
Gargamelle ..	15	15
Garnish	24	24
Carried forward.....	\$6,191 00	\$6,483 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907 1908.	Estimate 1908—1909.
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$6,191 00	\$6,483 00
Gaskiers	15	15
Gaultois.....	30	30
Gaultois Island	15	15
George's Brook	24	24
Georgetown	24	24
Glovertown	30	30
Goddenville.....	15	15
Gooseberry Cove	24	24
Gooseberry Island	24	24
Goose Cove	15	15
Goose Head	20	20
Grand Bank	80	80
Grand Beach	15	15
Grand Bruit	30	30
Grate's Cove	25	25
Great Burin.....	40	40
Great Codroy	18	18
Great Harbor Deep ..	15	15
Great Jervois	15	15
Green's Harbor	24	24
Griquet	30	30
Groais Island	15	15
Grole	15	15
Gull Island	10	10
Hant's Harbor	50	50
Happy Adventure	15	15
Harbor Briton	200	200
Harbor Buffett	40	40
Harbor Grace	400	400
Harbor Grace	500	500
Harbor Grace	160	160
Harbor LeCou	10	10
Harbor Mills.....	15	15
Hare Bay	15	15
Haricot	15	15
Harry's Harbor.. .. .	15	15
Hatchet Cove	15	15
Haystack.. .. .	24	24
Heart's Content	200	200
Heart's Delight.	24	24
Heart's Desire	15	15
Hermitage Cove.....	36	40
Hickman's Harbor.....	24	24
Carried forward	<u>\$8,532 00</u>	<u>\$8,828 00</u>

XII. Postal and Telegraph Department (continued.)

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$8,532 00	\$8,828 00
Highlands.....	24	24
Hodge's Cove.....	24	24
Holyrood.....	80	80
Holyrood, St. Mary's Bay.....	30	30
Hopeall.....	15	15
Horse Islands.....	.....	10
Indian Arm.....	24	24
Indian Harbor.....	15	15
Indian Islands.....	15	15
Ireland's Eye.....	15	15
Island Cove.....	24	24
Island Cove, Random.....	10	10
Isle-aux-Morts.....	15	15
Jackson's Arm.....	15	15
Jackson's Cove.....	30	30
Jamestown.....	30	30
Jean de Bay.....	15	15
Jersey Harbor.....	15	15
Jersey Side.....	80	80
Job's Cove.....	24	24
Joe Batt's Arm.....	15	15
John's Pond.....	15	15
Katchuse.....	15	15
Keels.....	15	15
Kelligrews.....	30	30
Kilbride.....	15	15
King's Cove.....	100	100
Ladle Cove.....	15	15
Lady Cove.....	24	24
Lally Cove.....	15	15
LaManche.....	15	15
Lance Cove, Belle Isle.....	24	24
Lance Cove, Smith Sound.....	15	15
Lance Cove, Trinity Bay South.....	24	24
LaPoile.....	40	60
LaPoile Great Harbor.....	20	20
Lark Harbor.....	15	15
LaScie.....	24	24
Laurancetown.....	24	24
Lawn.....	24	24
Leading Tickles.....	30	50
Leading Tickles West.....	15	15
Lear's Cove.....	15	15
Carried forward.....	\$9,576 00	\$9,922 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908.	Estimate 1908-1909
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$9,576 00	\$9,922 00
Lee Bight.....	15	15
Lewisporte.....	30	30
Little Bay.....	200	200
Little Bay East.....	15	15
Little Bay, Hermitage Bay.....	15	15
Little Bay Islands.....	40	40
Little Bay West.....	15	15
Little Beaver Cove.....	15	15
Little Burnt Bay.....	15	15
Little Catalina.....	30	30
Little Fogo Islands.....	15	15
Little Harbor, Twillingate.....	24	24
Little Heart's Ease.....	24	24
Little Ward's Harbor.....		12
Lock's Cove.....		
Long Beach.....	24	24
Long Harbor.....	15	15
Loon Bay.....	15	15
Lord's Cove.....	15	15
Lower English Harbor.....	15	15
Low Point.....	15	15
Lumbergrass.....	24	24
Lushes Bight.....	15	15
Main River.....	15	15
Mall Bay.....	15	15
Man Point.....	10	10
Manuels.....	30	30
Marquise.....	24	24
Marystown.....	30	30
McCallum Bay.....	15	15
Melrose.....	15	15
Merasheen.....	24	24
Mercer's Cove.....	10	10
Middle Brook.....	24	24
Miller's Passage.....	10	10
Millertown.....		30
Milltown, Bay d'Espoir.....	15	15
Millville.....	16	16
Mobile.....	30	30
Monkstown.....	15	15
Morton's Harbor.....	50	50
Mose Ambrose.....	24	24
Mosquito, Carbonear.....	24	24
Carried forward.....	\$10,563 00	\$10,951 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$10,563 00	\$10,951 00
Mosquito, St. Mary's	24	24
Musgrave Harbor.....	40	40
Musgrave Town	40	40
Mussel Pond.....	20	20
New Bay	30	30
New Harbor	30	30
New Bridge.....	.....	15
Newman's Cove.....	15	15
New Melbourne	24	24
Newtown, Bonavista Bay.....	18	18
Newtown, Holyrood	15	15
Norman's Cove.....	24	24
Norris Point	24	24
North East Cove (Great Harbor Deep)	10	10
Northern Arm, Exploits.....	24	24
Northern Arm, Woodford's	40	40
Northern Bay.....	25	25
Northern Bight.....	28	35
North Harbor, Placentia Bay.....	30	30
North Harbor, St. Mary's Bay	15	15
North River	30	30
North West Arm	24	24
North West Brook.....	10	10
North West Point.....	15	15
Notre Dame Junction	24	24
Ochre Pit Cove.....	24	24
Oderin	24	24
Offer Wadhams	10	10
Old Perlican.....	60	60
Open Hall.....	50	50
Pacquet	10	10
Paradise	24	24
Parson's Pond	15	15
Pass Island.....	15	15
Patrick's Cove	15	15
Peckford's.....	8	8
Perry's Cove.....	24	24
Peter's River.....	15	15
Petites	15	15
Petit Fort	15	15
Petty Harbor.....	35	35
Pike's Arm.....	15	15
Pinchard's Island.....	10	10
Carried forward.....	<u>\$11,526 00</u>	<u>\$11,936 00</u>

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Outport Salaries (continued).</i>		
Brought forward.....	\$11,526 00	\$11,936 00
Placentia	250	250
Placentia	50	50
Placentia, South East	30	30
Plate Cove.....	24	24
Plate Cove, West	15	15
Point Enragee	15	15
Point LaHaye	10	10
Point Lance	15	15
Point Lemington.....	30	30
Point Verde	24	24
Pool's Cove.....	15	15
Pool's Island	60	60
Port-au-Bras	15	15
Port-au-Port	30	30
Port-de-Grave	50	50
Port Saunders	15	15
Portugal Cove	30	30
Portugal Cove, Trepassey.....	30	30
Pouch Cove	50	80
Pound Cove	20	20
Presque	30	30
Pushthrough	50	50
Queen's Cove.....	10	10
Quirpon	8	8
Ramea	40	40
Ram's Island	15	15
Rantem	15	15
Rattling Brook	15	15
Raymond's Point, Fox Island and Patrick's Harbor	10	10
Red Cliff	10	10
Red Head Cove.....	30	30
Red Island	30	30
Rencontre, Fortune Bay	18	18
Rencontre, Hermitage Bay	24	24
Renews	60	60
Renews, South Side.....	40	40
Richard's Harbor.....	15	15
Riverhead Harbor Grace	50	50
Riverhead St. Mary's.....	30	30
Robinson's Head	30	30
Roberts' Arm.....	15	15
Rock Harbor, Burin.....	15	15
Rocky Harbor, Bonne Bay	15	15
Roddickton.....	10	10
Rose Blanche.....	70	70
Round Harbor, Hermitage Bay.....	15	15
Round Harbor, Notre Dame Bay	20	20
Safe Harbor	15	15
Sagona	15	15
St. Ann's.....	15	15
St. Anthony.....	30	30
St. Bride's.....	24	24
St. Brendan's.....	30	30
St. George's	59	50
St. Jacques	80	80
St. John's, Central.....	100	100
Carried forward	\$13,353 00	\$13,793 00

XII. Postal and Telegraph Department (continued.)

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Outport Salaries (continued).</i>		
Brought forward	\$13,353 00	\$13,793 00
St. John's, East.....	400	400
St. John's, East—Assistant	200	200
St. John's, Duckworth Street East	100	100
St. John's, Garrison Hill	40	40
St. John's, King's Bridge.....	80	80
St. John's, Monkstown.....	25	25
St. John's, Riverhead	80	80
St. John's, South Side.....	44	44
St. Jones Within.....	10	10
St. Jones Without	10	10
St. Joseph's, Placentia Bay.....	15	15
St. Lawrence	60	60
St. Leonard's	24	24
St. Mary's.....	70	70
St. Michael's	15	15
St. Patrick's	25	25
St. Paul's.....	15	15
St. Shott's.....	15	15
Salmon Cove, Bay-de-Verde	15	15
Salmon Cove, Port-de-Grave.....	30	30
Salmon Cove, Trinity	15	15
Salmonier	30	30
Salt Pond.....	15	15
Salvage	50	50
Salvage Bay.....	15	15
Samson's Island.....	10	10
Sandy Point, St. George.....	70	70
Sandy Point, Smith's Sound.....	24	24
Scilly Cove	30	30
Scissors Cove .....	.....	10
Seal Cove, Bonavista	24	24
Seal Cove, Fortune.....	24	24
Seal Cove, Harbor Main... ..	24	24
Seal Cove, Trinity.....	24	24
Seal Cove, White Bay.....	15	15
Searstown	75	75
Seldom-Come-By	30	30
Shambler's Cove.....	15	15
Shearstown	15	15
Ship Cove, Placentia Bay.....	15	15
Ship Cove, Trinity Bay.....	30	30
Ship Harbor.....	15	15
Shoal Harbor	100	100
Shoe Cove.....	24	24
Sibley's Cove.....	.....	10
Snook's Arm	15	15
Snook's Harbor.....	15	15
Sopp's Arm.....	15	15
Sound Island	30	30
South Branch.....	12	12
South East Bight.....	15	15
South Side, Harbor Grace	100	100
South West Arm, New Bay.....	24	24
Spaniard's Bay, Riverhead	30	30
Spanish Room	15	15
Springdale.....	30	30
Carried forward	\$15,616 00	\$16,076 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907 1908.	Estimate 1908—1909.
<i>Outport Salaries (concluded).</i>		
Brought forward.....	\$15,616 00	\$16,076 00
Squid Tickle	10	10
Step-a-Side	15	15
Stephenville Crossing	30	30
Stock and Knight's Cove	24	24
Stone's Cove	15	15
Summerside	15	15
Sunny Side	15	15
Sweet Bay	24	24
Sydney	50	50
Tack's Beach	24	24
Terenceville	15	15
Thimb'e Tickle	10	10
Thoroughfare	15	15
Three Arms	15	15
Tickle Cove	20	20
Tilting	30	30
Tilton	30	30
Tizzard's Harbor	30	30
Toad's Cove	30	30
Topsail	30	30
Torbay	26	26
Trayton, Bonavista Pay	15	15
Trepassey	50	50
Trinity	200	200
Trinity East	60	60
Trout River	15	15
Trouty	15	15
Troytown (Triton—Notre Dame Bay)	24	24
Turk's Cove	24	24
Turk's Gut	15	15
Twillingate	300	300
Twillingate South	30	30
Upper Ferry	24	24
Upper Gullies	30	30
Upper Small Point	15	15
Valen Island	30	30
Victoria Cove	10	10
Victoria Village	30	50
Ward's Harbor	15	15
Wellman's Cove	15	15
Western Bay	45	45
Western Cove	30	30
Western Point, LaPoile	15	15
Whitbourne	80	80
White Rocks	24	24
Wild Bight	18	18
Witless Bay	60	60
Woods' Island	24	24
Woody Island	15	15
York Harbor	15	15
New Offices and Increases	112	112
Total Salaries, Outports.....	\$17,434 00	\$17,904 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907—1908.	Estimate 1908—1909.
<i>Salaries—Labrador.</i>		
Mail Agent, Labrador, T.P.O.....	\$300 00	\$300 00
Patteau.....	6	6
Battle Harbor.....	30	30
Black Island.....	6	6
Black Tickle.....	6	6
Blanc Sablon.....	50	80
Bolster's Rock.....	6	6
Cape Charles.....	6	6
Cape Harrison.....	10	10
Cartwright.....	20	20
Chateau.....	12	12
Chimney Tickle.....	6	6
Comfort Bight.....	10	10
Dead Island.....	6	6
Domino.....	12	12
Double Island.....	6	6
Emily Harbor.....	10	10
Fanny's Harbor.....	8	8
Fishing Ships Harbor.....	6	6
Ford's Harbor.....	10	10
Forceau.....	30	30
Francis Harbor.....	6	6
Frenchman's Island.....	10	10
Grady.....	10	10
Grand Village.....		20
Hawk's Harbor.....	6	6
Henley.....	8	8
Holton.....	10	10
Hopedale.....	20	20
Horse Harbor.....	10	10
Ilack.....	6	6
Independent.....	6	6
Indian Harbor.....	10	10
Indian Tickle.....	12	12
Iron Bound Island.....	6	6
Lance-au-Loup.....	15	15
Long Island.....	6	6
Long Tickle.....	6	6
Macovick.....	6	6
Nain.....	15	15
Pack's Harbor.....	6	6
Punch Bowl.....	8	8
Ragged Islands.....	6	6
Red Bay.....	8	8
Rigolet.....	20	20
Sandy Islands.....	6	6
Seal Islands.....	6	6
Ship Harbor.....	6	6
Sloop Cove.....	6	6
Smoky Tickle.....	8	8
Snug Harbor.....	6	6
Spear Harbor.....	6	6
Spotted Island (or Griffin's Hr).....	6	6
Square Islands.....	6	6
Turnavick, East.....	6	6
Turnavick, West.....	8	8
Venison Island.....		10
West St. Modest.....	12	12
Carried forward.....	\$854 00	\$914 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907—1908.	Estimate 1908—1909.
<i>Salaries—Labrador (concluded).</i>		
Brought forward.....	\$854 00	\$974 00
White Bears.....	9	9
Winsor's Harbor.....	6	6
New Offices.....	47	71
Total salaries, Labrador.....	\$916 00	\$1,000 00
<i>Couriers—Salaries.</i>		
Argentia and Railway.....	\$150 00	\$150 00
Arnold's Cove and Railway.....	31 20	31 20
Avondale and Colliers.....	175	175
Baie Verte and Coastal Steamer.....	20	20
Baie Verte and North West Arm.....	170	170
Baie Verte and Tilt Cove.....	465	465
Baine Harbor and Fox Cove, Bay L'Argent.....	120	120
Bank Head and Railway.....	25	25
Battle Harbor and Blanc Sablon.....	124	124
Battle Harbor and Cartwright.....	120	120
Bauline and Pouch Cove.....	50	50
Bay-de-Verde and Lower Island Cove.....	240	240
Bay L'Argent and Belleoram.....	676	676
Bay Roberts and Railway.....	160	160
Bell Island and Lance Cove.....	.....	200
Bell Island and { Portugal Cove } { B.I. Mines }.....	210	300
Birchy Cove and Railway.....	48	48
Birchy Head and Woody Point.....	50	50
Black Island and Exploits.....	36	36
Blaketown and Railway.....	20	20
Bona and Presque.....	40	40
Bonavista and Catalina and Little Catalina.....	195	195
Bonavista and Elliston.....	98	98
Bonne Bay and Deer Lake.....	450	450
Bonne Bay and Cow Head.....	221	221
Bonne Bay and Gargamelle.....	10	10
Bonne Bay and Norris Point.....	52	80
Botwoodville and Northern Arm.....	52	52
Botwoodville and Railway.....	286	336
Brigus and Railway.....	240	240
Brigus and Turk's Gut.....	40	40
Brigus Cross Roads and Railway.....	20	20
Brigus South and Main Road.....	20	20
Britannia Cove and Hickman's Harbor.....	35	35
Brunette, Sagona and Harbor Briton.....	260	260
Bryant's Cove and Harbor Grace.....	40	40
Burgoyne's Cove and Britannia Cove.....	10	10
Burnt Head and Cupids.....	50	50
Burnt Islands and Fair Islands.....	32	32
Campbellton, Comfort Cove and Birchy Bay.....	210	210
Cape Norman and Lock's Cove.....	68	68
Cape Race and Portugal Cove.....	160	217 50
Cape Ray and Railway.....	52	52
Carbonear and Heart's Content.....	550	550
Carbonear and Railway.....	145	145
Carbonear and Western Bay.....	600	600
Carried forward.....	\$6,826 20	\$7,251 70

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Couriers—Salaries (continued).</i>		
Brought forward	\$6,826 20	\$7,251 70
Cat Harbor, Newton and Wesleyville	140	140
Channel and Isle-aux-Morts	72	72
Channel and Railway	125	125
Charlottetown and Railway	61 25	61 25
Clarenceville and Hickman's Harbor	220	220
Coachman's Cove and Baie Verte	117	117
Codroy and Railway	403	450
Coley's Point and Bay Roberts	66	66
Colinet, John's Pond and Whitbourne	187 20	187 20
Collier's Bay Cove and Railway	65	65
Come-By-Chance and Bay Bulls Arm	80	80
Conche and North West Point	150	150
Conn River and Gaultois	208	208
Cottle's Isle and Moreton's Harbor	52	52
Coombs Cove and Belleoram	160	160
Coombs Cove and Belleoram	35	35
Cow Head and Daniel's Harbor	120	120
Crabbs and Railway	50	50
Cul de Sac and Cape La Hune	40	40
Cupids and Railway	100	120
Currant Island and St. Barbe	12	12
Deer Island and Gooseberry Island	40	40
Deer Lake and Section	10	10
Dildo and Norman's Cove	50	50
Dunnville and Railway	60	60
Elliott's Cove and Apsey Cove	30	30
Englee, Roddicktown and Lock's Cove	100	100
Englee and Great Hr. Deep	70	70
Epworth and Ship Cove	10	10
Exploits and Lewisporte	221	221
Exploits and Lewisporte	144	144
Famish Cove and Railway	40	40
Farmer's Arm and Boyd's Cove	36	36
Farmer's A m and Moreton's Harbor	103	103
Fermeuse South and Renews	15	15
Flat Island and Salvage	60	60
Fleur de Lys and Coachman's Cove	40	52
Flower's Cove and N. W. Point	120	120
Fogo and Little Beaver Cove	340	340
Fogo and Seldom-Come-By	48	48
Fogo and Tilting	50	50
Fortune Harbor and Botwoodville	170	170
Fox Harbor, Random and Railway	300	300
Fox Harbor, Placentia and Railway	50	50
Francois and Rencontre	104	104
Grand Bay and Boyd's Cove	102	102
Gander Bay and North Side .....	.....	40
Gander Bay and Railway and Boyd's Cove	350	350
Gargamelle and Daniel's Harbor	136	136
Gargamelle and Daniel's Cove	187	187
Gargamelle and Port Saunders	35	35
Garnish and Belleoram	300	300
Garnish and Burin	200	200
Gaultois and Hermitage	120	120
Gaultois Island and Tack's Beach	40	40
Glovertown and Railway	150	150
Carried forward	\$13,120 65	\$13,665 15

XII. Postal and Telegraph Department (continued.)

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Couriers—Salaries (continued).</i>		
Brought forward	\$13,120 65	\$13,665 15
Glovertown and Winter House	10	10
Gooseberry Island and Railway	119	119
Goose Cove and St. Anthony	68	68
Grand Beach and Grand Bank	78	78
Grand Bruit and LaPoile	102	102
Grand Falls and Railway .....	..	120
Grate's Cove and Old Perlican	101 40	101 40
Great Burin and Burin Offices	25	25
Great Jervois and Pushthrough	30	30
Greenspond and Gambo	400	450
Greenspond and Newtown	102	102
Griquet and Cape Norman	100	100
Griquet and Ha Ha	51	51
Griquet and N. W. Point	150	150
Groais Island and Conche	80	80
Hant's Harbor and Lance Cove	56	56
Harbor Briton and Hermitage	104	104
Harbor Grace and Brigus and Heart's Content	50	50
Harbor Grace and Railway	320	320
Harbor LeCou and Rose Blanche .....	....	10
Harbor Main and Woodford's	175	175
Hare Bay, Middle Bight and Shoal Bay	70	70
Haricot and	40	40
Harry's Harbor and Jackson's Cove	68	68
Harry's Harbor and Three Arms .....	....	35
Heart's Content and Cavendish	170	170
Heart's Content and Hant's Harbor	260	260
Herring Neck and Pike's Arm	34	34
Herring Neck and Twillingate	7	7
Herring Neck and Virgin's Arm	68	68
Highlands and Railway	50	50
Horse Islands and LaScie .....	....	280
Indian Islands and Seldom-Come-By	25	25
Ireland's Eye and Britannia Cove	250	250
Jamestown and Open Hall, Indian Arm	275 30	275 3
Jamestown and Shoal Harbor	102	102
Jersey Harbor and Little Bay	26	26
Katchues and Conception Harbor	35	35
Kelligrews	50	50
King's Cove and Bonavista	100	100
King's Cove and Bonavista	20	20
King's Cove and Plate Cove	148	148
King's Cove and Trinity	200	200
King's Point and Jackson's Cove	45	45
Lamalaine and Lord's Cove	62 40	62 4
Lamalaine and Point Crewe	75	75
LaManche and Main Road	20	20
LaManche and Railway	25	25
Lance Cove and Old Perlican	208	208
Lark Harbor and Curling	200	200
LaScie and Tilt Cove and Shoe Cove	104	104
Leading Ticks	66	66
Leading Ticks and Seal Bay, Lock's Harbor	88	88
Leading Ticks and West Ticks .....	....	40
Lee Bight and Northern Bight	104	104
Carried forward	\$18,237 75	\$19,317 25

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Couriers—Salaries (continued).</i>		
Brought forward.....	\$18,237 75	\$19,317 25
Lewisporte and Boyd's Cove.....	340	340
Lewisporte and Comfort Cove.....	255	255
Little Bay and Little Pay Island.....	102	102
Little Bay West and Jersey Harbor.....	16	16
Little Beaver Cove and Boyd's Cove.....	59 50	59 50
Little Ward's Harbor.....	119	119
Long Harbor and Anderson's Cove.....	.....	39
Long Harbor and Railway.....	20	20
Loon Bay, Birchy Bay and Campbellton.....	39	39
Loon Bay, Birchy Bay and Campbellton.....	140	140
Lower Island Cove and Western Bay.....	140	140
Low Point and Caplin Cove.....	425	425
Low Point and Caplin Cove.....	40	40
Lumbergrass and St. Joseph's.....	20	50
Lushe's Bight.....	.....	26
Mall Bay and Riverhead St. Mary's.....	40	40
Manuels and Railway.....	10	10
Marystown and Jean de Pay.....	40	52
Melrose and Catalina.....	28	28
Mercer's Cove and Bay Roberts.....	.....	40
Michael's Harbor and Campbellton.....	15	15
Middle Brook and Gambo.....	17 50	17 50
Millertown and Millertown Junction.....	.....	156
Monkstown and Burgeo, P. B.....	50	50
Mosquito and Harbor Grace.....	20	20
Mosquito and Mother Hicks.....	10	10
Mosquito and St. Joseph's.....	50	78
Musgrave Harbor and Cat Harbor.....	104	104
Musgrave Harbor and Gander Bay.....	110 50	110 50
Musgravetown and Brooklyn.....	60	60
New Harbor and Cavendish.....	259 60	259 60
Norman's Cove and Railway.....	80	80
North Harbor and Colinet.....	.....	80
Old Perlican and Lower Island Cove.....	250	250
Outer Cove and St. John's.....	80	80
Parson's Pond and Cow Head.....	36	36
Pass Island and Grole.....	28 80	28 80
Pass Island and Grole.....	.....	52
Petty Harbor and Goulds.....	88	88
Pilley's Island and Springdale.....	119	119
Pinchard's Island and Newtown.....	20	20
Patrick's Cove and Branch.....	340	340
Placentia and Patrick's Cove.....	340	340
Placentia and Point Verde.....	25	25
Placentia and Railway.....	200	200
Placentia and South East Arm.....	40	40
Plate Cove West and Plate Cove.....	30	30
Point Lance and Cape St. Mary's.....	45	45
Point Limington and Leading Ticks.....	207	207
Pool's Island, Newtown and Brookfield.....	42	42
Port-au-Bras and Burin.....	.....	25
Port-au-Port and Pos Warlos.....	36 40	36 40
Port-au-Port and Clam Bank.....	144	144
Port-au-Port and Railway.....	390	390
Port-de-Grave and Clark's Beach.....	110	110
Pushthrough and Bay-du-Nord.....	450	450
Pushthrough and Richard's Harbor.....	150	150
Carried forward.....	\$23,879 05	\$25,446 55

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Couriers—Salaries (continued).</i>		
Brought forward.....	\$23,879 05	\$25,446 55
Quirpon, Noddy Bay and Griquet.....	16	16
Ramea, Fox Island and Little River.....	300	300
Renews and Chance Cove.....	261	261
Renews and LaManche.....	700	700
Richard's Harbor and Balena.....	156	156
Rigoulet, N. W. River and Macovic.....	45	45
Robert's Arm and Pilley's Island.....	52	52
Robinson's Head and Railway.....	80	80
Rock Harbor and Beau Fois.....	22 40	22 40
Rocky Harbor and Bonne Bay.....	54	54
Rose Blanche and Burnt Island.....	140	140
Rushoon and Baine Harbor.....	40	40
St. Anthony and Braha.....	40	40
St. Bride's and Cape St. Mary's.....	20	20
St. George's and Railway.....	160	160
St. John's and Portugal Cove.....	250	250
St. John's and Pouch Cove.....	220	220
St. John's and LaManche.....	750	750
St. John's and Railway and Wards.....	1,190	1,190
St. John's and Railway, C. B. night trains.....	160	160
St. John's and St. Philip's.....	200	200
St. Jones Within and Hatchet and Long Cove.....	15	15
St. Jones Without and Gooseberry Cove.....	67 30	67 30
St. Kyran's and St. Leonard's.....	52	52
St. Joseph's and Holyrood.....	600	600
St. Joseph's and St. Mary's.....	300	300
St. Mary's and Peter's River.....	100	100
St. Shotts and Trepassey.....	40	40
Salt Pond, Scissors Cove and Lewisporte.....	130	130
Samson's Island and Exploits.....	52	52
Salvage and Glovertown.....	208	208
Seal Cove and Hermitage.....	60	60
Shambler's Cove and Greenspond.....	20	20
Shearstown and Bay Roberts.....	39	39
Ship Cove and Trinity East.....	30	30
Ship Harbor and Fox Harbor.....	50	50
Shoal Harbor and Burgoyne's Cove.....	156	156
Shoal Harbor and Railway.....	80	80
South River and Railway.....	45	45
Spaniard's Bay and Island Cove.....	104	104
Spaniard's Bay and Railway.....	80	80
Spaniard's Bay, Riverhead and Railway.....	30	30
Springdale, Railway, Jackson's Cove and Tilt Cove.....	1,156	1,156
Squid Tickle and Salvage.....	26	26
Stock Cove and King's Cove.....	10	10
Thimble Tickle and Leading Ticks, W.....	.....	38
Tilt Cove and Burying Place.....	80	80
Tilt Cove and Harbor Round.....	.....	.....
Tilton and Railway.....	30	30
Toad's Cove and Caplin Cove.....	40	40
Topsail and Railway.....	140	140
Trepassey and Chance Cove.....	348	348
Trepassey and Daniel's Point.....	20	40
Trinity and British Harbor.....	80	80
Trinity and Catalina.....	140	140
Carried forward.....	\$33,063 75	\$34,680 25

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Couriers—Salaries (concluded).</i>		
Brought forward.....	\$33,063 75	\$34,689 25
Trinity and Shoal Harbor	391	475
Trinity East and English Harbor	50	50
Trinity East and Trinity	40	40
Trout River and Bonne Bay.....	50	50
Troytown and Pilley's Island.....	63 75	63 75
Twillingate and Comfort Cove.....	238	238
Twillingate and Little Harbor	20	20
Twillingate and South Side	20	20
Ward's Harbor and Pilley's Island.....	80	90
Wellman's Cove and Pilley's Island.....	20	20
Western Cove and Jackson's Arm.....	85	85
Wester Cove and Baie Verte	102	102
West Point and LaPoile.....	52	52
Whitbourne and Railway.....	40	40
Wild Bight and Little Bay	42	42
New Routes and Increases.....	400	400
Total.....	\$34,757 50	\$36,486 00
<i>Steam Subsidies.</i>		
<i>Ocean—</i>		
Allan Line	\$9,734 00	\$9,734 00
Sydney, C.B., and Port-aux-Basques.....	20,280	20,280
Occasional Services	1,000	1,000
<i>Coastal—</i>		
Bell Island	1,800	1,800
Bonavista Bay.....	9,100	9,100
Fogo District.....	5,000	8,750
Fortune Bay.....	5,000	9,000
Bay St. George and Bay of Islands	4,000	
Hamilton Inlet.....	300	300
Labrador.....	18,000	18,000
North East Coast.....	33,250	33,250
South and West Coasts.....	36,000	37,000
Port-aux-Basques and Placentia.....	13,000	13,000
Notre Dame Bay.....	9,100	9,100
Placentia Bay.....	13,000	13,000
Straits of Belle Isle.....	9,600	9,600
Trinity Bay	9,100	9,100
<i>Railways—</i>		
Railway.....	42,000	42,000
	\$239,264 00	\$244,014 00
<i>Distribution—</i>		
Ocean.....	\$31,014 00	\$31,014 00
Coastal	166,250	171,000
Railways	42,000	42,000
	\$239,264 00	\$244,014 00
Post Office Contingencies.....	\$14,925 00	\$15,000 00

XII. Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Telegraph Branch—General Maintenance—Summary.</i>		
<i>Salaries—</i>		
Central Staff.....	\$12,472 00	\$13,172 00
Operators.....	25,376	28,010
Repairers.....	8,328	8,884
	\$46,176 00	\$50,066 00
Contingencies.....	12,372 00	15,000 00
Total.....	\$58,548 00	\$65,066 00
<i>Detail.</i>		
Central Staff St. John's—		
Superintendent	\$1,200 00	\$1,200 00
Clerk in Charge.....	900	900
Check Clerk	700	700
Assistant Check Clerk.....	700	700
Junior Check Clerk .....	.....	400
Operator	720	720
Four Operators at \$600	2,400	2,400
Two Operators at \$500.....	1,000	1,000
Three Operators at \$450	1,350	1,350
Two Clerks at \$400.....	800	800
Delivery Clerk.....	350	350
Line Man	432	432
Store Keeper .....	.....	300
Two Office Tenders at \$120	240	240
Fourteen Messengers at \$120.....	1,680 00	1,680
	\$12,472 00	\$13,172 00
<i>Operators.</i>		
Avondale.....	\$120 00	\$120 00
Badger	360	360
Baie Verte.....	150	150
Baine Harbor.....	120	120
Bay-de-Verde.....	100	100
Bay L'Argent.....	150	150
Bay Roberts	300	300
Beaverton	568	568
Belleoram	240	240
Birchy Cove	520	500
Birchy Cove .....	.....	120
Bishop's Falls.....	.....	360
Blackhead .....	.....	120
Bonavista.....	240	240
Bonne Bay.....	420	420
Botwoodville	240	240
Branch	120	120
Brigus.....	200	200
Brigus Junction	600	600
Britannia Cove.....	200	200
Burin	240	240
Cape Race.....	150	240
Carbonear.....	360	400
Carried forward.....	\$5,398 00	\$6,108 00

XII.—Postal and Telegraph Department (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907 1908.	Estimate 1908—1909.
<i>Operators (continued).</i>		
Brought forward.....	\$5,398 00	\$6,108 00
Catalina	120	120
Change Islands	150	150
Channel.....	200	200
Clarenville	400	448
Clarke's Beach.....	120	120
Come-by-Chance	400	400
Conception Harbor.....	120	120
Crabbs	400	400
Epworth .....	....	120
Fogo	240	240
Fortune.....	200	200
Gaff Topsails	400	400
Gambo.....	360	360
Gander Bay	200	200
Glenwood	400	400
Grand Bank	150	150
Grand Falls	360	456
Grand Lake	400	400
Grand River.....	120	120
Green's Harbor.....	....	120
Greenspond	240	240
Hant's Harbor.....	100	100
Harbor Breton.....	360	400
Harbor Grace.....	400	400
Harbor Grace.....	120	120
Harbor Main	170	170
Heart's Content.....	120	120
Heart's Delight.....	....	120
Hermitage.....	150	150
Herring Neck.....	240	240
Holyrood.....	400	400
Holyrood, St. Mary's.....	120	120
Humbermouth	180	180
Joe Batt's Arm	120	120
King's Cove	200	200
King's Point.....	400	400
Lamaline.....	190	190
Lark Harbor	150	150
LaScie .....	..	120
Lawn .....	....	120
Lewisporte	360	360
Little Bay.....	400	400
Little River	400	400
Long Harbor Beach.....	240	240
Lower Island Cove.....	150	150
Manuels	120	120
Marystown	120	120
Millertown Junction	360	360
Moreton's Harbor .....	..	120
Musgrave Harbor.....	120	120
Musgrave Town .....	....	120
New Harbor.....	....	120
New Perlican	120	120
Newtown.....	120	120
Nipper's Harbor.....	150	150
Norris' Arm	420	420
North West Arm.....	360	360
Northern Bay.....	....	120
Carried forward	\$20,598 00	\$19,212 00

XII. Postal and Telegraph Department (continued.).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>Operators (concluded).</i>		
Brought forward	\$20,598 00	\$19,212 00
Old Perlican	100	100
Pilley's Island	460	460
Placentia	120	120
Point Limington .....	.....	120
Pool's Cove .....	.....	120
Port-au-Port	120	120
Port-aux-Basques	2,160	2,160
Port Blandford	400	400
Rencontre .....	.....	120
Riverhead, St. Mary's	150	150
St. Bride's	120	120
St. George's	240	240
St. Jacques	400	400
St. Joseph's	150	150
St. Lawrence	150	150
St. Mary's	240	240
Sandy Point	120	120
Scilly Cove	60	60
Seldom-Come-Bye	150	150
Sound Island	200	200
Spaniard's Bay	200	200
Springdale	150	150
Stephenville	120	120
Stephenville Crossing	270	270
Stone's Cove .....	.....	120
Terenceville	360	360
Tilt Cove	500	500
Tilting	120	120
Topsail .....	.....	60
Trepassey	120	120
Trinity	240	240
Twillingate	198	198
Upper Island Cove .....	.....	120
Wesleyville	250	250
Western Bay	150	150
Whitbourne	120	120
New Offices .....	.....	.....
Total	\$25,376 00	\$28,010 00
<i>Repairers.</i>		
Badger	\$366 00	\$366 00
Beaverton	336	336
Birchy Cove	366	366
Come-by-Chance	366	366
Crabbs	366	366
Fogo	150	150
Gaff Topsails	366	366
Gambe	366	366
Gambo Branch	336	336
Glenwood	366	366
Grand Lake	366	366
Grand Lake .....	.....	366
Harbor Breton	336	336
Carried forward	\$4,086 00	\$4,452 00

XII. Postal and Telegraph Department (concluded).

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908.	Estimate 1908-1909
<i>Repairers (concluded).</i>		
Brought forward.....	\$4,086 00	\$4,452 00
King's Point.....	336	336
King's Point.....	336	336
Little River.....	366	366
Millertown Junction.....	366	366
Norris' Arm.....	366	366
Placentia.....	.....	100
Port-anx-Basques.....	366	366
Port Blandford.....	366	366
St. George's or Stephenville Crossing.....	366	366
St. John's.....	336	336
Terenceville.....	336	336
Trinity.....	336	336
Trepassey.....	.....	90
Whitbourne..... a.....	366	366
Total.....	<u>\$8,328 00</u>	<u>\$8,884 00</u>
Telegraph Contingencies.....	<u>\$12,372 00</u>	<u>\$15,000 00</u>

XIII. Customs.

AMOUNT TO BE VOTED, \$145,991.

Estimate of Expenditure for which Votes of the Legislature are required.	Detail.	Estimate 1907-1908	Estimate 1908-1909
<i>St. John's.</i>			
Salaries	(a)	\$24,184 00	\$24,634 00
Tidewaiters and Boatmen.....	(b)	20,340	20,340
Contingencies	(c)	8,485	8,585
<i>Outports.</i>			
Sub-Collectors.....	(d)	28,319	29,119
Tidewaiters and Boatmen.....	(e)	14,808	15,398
Boats and Boat-hire	(f)	490	490
Office and Office Rent	(g)	1,085	1,085
Percentage on Duties	(h)	14,000	14,000
Contingencies	(i)	5,050	5,050
<i>Revenue Protection Service.</i>			
South West Coast.....	(j)	6,090	6,090
Labrador.....	(k)	1,000	1,000
Miscellaneous	(l)	20,200	20,200
		\$144,051 00	\$145,991 00

XIII. Customs (continued.)

DETAIL.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>(a) Salaries.</i>		
St. John's—		
Assistant Collector	\$1,800 00	\$1,800 00
First Clerk	1,400	1,400
Second Clerk and Cashier	1,200	1,200
Third Clerk	800	800
Fourth Clerk	750	750
Fifth Clerk	600	600
Sixth Clerk	450	500
First Landing Waiter	800	800
Second Landing Waiter	750	750
Railway and Manifest Clerk	750	750
Landing Surveyor	1,100	1,100
Tide Surveyor	900	1,100
Clerk to Landing Surveyor	600	600
Chief Statistical Clerk	1,100	1,100
First Statistical Clerk	1,000	1,000
Second Statistical Clerk	650	750
Inspector of Customs	1,000	1,000
Inspector Preventive Service	1,000	1,000
Outport Examining Officer	650	750
Clerk to Registrar of Shipping and Surveyor of Shipping...	700	700
Examining Officer, with 2½ per cent. on duties collected on Parcel Post, not to exceed \$1,250	1,000	1,000
Assistant Examining Officer	1,000	1,000
Storekeeper	500	500
Locker	600	600
First Assistant Locker	600	600
Second Assistant Locker	600	600
Third Assistant Locker	400	400
First Messenger	390	390
Second Messenger	390	390
Night Watchman	360	360
Housekeeper	240	240
Caretaker Tidewaiters' Room	104	104
	<u>\$24,184 00</u>	<u>\$24,634 00</u>
<i>(b) Gaugers, Tidewaiters and Boatmen.</i>		
St. John's—		
Customs Detective	\$600 00	\$600 00
Two Gaugers at \$500 each	1,000	1,000
Ten Sufferance Warehouse Keepers at \$500	5,000	5,000
Eighteen Tidewaiters at \$390 each	7,020	7,020
Supernumerary Tidewaiters	2,000	2,000
Two Coxswains of Boats—night cox., \$480; day cox., \$460	940	940
Nine Boatmen at \$420 each	3,780	3,780
	<u>\$20,340 00</u>	<u>\$20,340 00</u>
<i>(c) Contingencies.</i>		
St. John's—		
Printing, Stationery, etc	\$2,900 00	\$2,900 00
Fuel and Light	300	300
Travelling Expenses, Inspector	400	400
Other Officials	400	400
Clothing	1,200	\$1,200
Carried forward	<u>\$5,200 00</u>	<u>\$5,200 00</u>

XIII. Customs (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
(c) Contingencies (concluded).		
Brought forward.....	\$5,200 00	\$5,200 00
St. John's—		
Repairs to Boats	50	50
Fireman and cleaning Examining Room	100	100
Telegrams	400	400
Telephones	160	160
Miscellaneous.....	2,000	2,000
Subscription to International Customs Journal	125	125
Typewriting	450	450
Loss on change .....	.....	100
	\$8,485 00	\$8,585 00
(d) Sub-Collectors.		
Outports—		
Bay Bulls, with 20 per cent. on duties	\$300 00	\$300 00
Bay of Islands, with 2½ per cent. on duties, not to exceed \$650	360	360
Bay Roberts, with 10 per ct. on duties, not to exceed \$600.	230	230
Baie Verte, with 10 per cent. on duties, not to exceed \$500	400	400
Belleoram, with 10 per cent. on duties.....	360	360
Bell Island	700	700
Blanc Sablon, with 10 per ct. on duties, not to exceed \$500.	300	300
Bonavista, with 2½ per cent. on duties, not to exceed \$650	550	550
Bonne Bay, with 2½ per ct. on duties, not to exceed \$1000	540	540
Botwoodville, with 10 per ct. on duties, not to exceed \$750	550	550
Brigus, with 2½ per cent. on duties.....	500	500
Britannia Cove, with 10 per cent. on duties, not to exceed \$500	300	300
Burgeo, with 10 per cent. on duties, not to exceed \$750.....	231	231
Burin, with 2½ per cent. on duties, not to exceed \$750.....	621	621
Cape Broyle, with 5 per cent. on duties	390	390
Carbonear, with 2½ per cent. on duties, not to exceed \$900	621	621
Catalina, with 10 per cent. on duties, not to exceed \$500...	300	300
Channel, with 10 per cent. on duties, not to exceed \$650...	360	360
Clarenville, with 10 per cent. on duties, not to exceed \$500	250	250
Codroy, with 10 per cent. on duties	240	240
Conception Harbor, with 10 per cent. on duties	126	126
Ferryland, with 10 per cent. on duties.....	330	330
Flower's Cove, with 2½ per cent. on duties.....	360	360
Fogo, with 2½ per cent. on duties, not to exceed \$750.....	621	621
Fortune, with 10 per cent. on duties.....	300	300
Gambo.....	550	550
Garnish, with 20 per cent. on duties, not to exceed \$500...	390	390
Gaultois and Hermitage, with 2½ per cent. on duties, not to exceed \$500.....	400	400
Grand Bank, with 2½ per ct. on duties, not to exceed \$500	300	300
Grand Falls and Millertown, with 2½ per cent. on duties, not to exceed \$700	600	600
Glenwood, with 10 per cent. on duties, not to exceed \$600	60	60
Greenspond, with 20 per ct. on duties, not to exceed \$600	300	300
Hant's Harbor, with 20 per cent. on duties	15	15
Harbor Breton, with 2½ per cent. on duties, not to exceed \$500	400	400
Harbor Grace, with 2½ per cent. on duties, not to exceed \$1,000.....	666	666
Harbor Main, with 10 per cent. on duties.....	126	126
Carried forward.....	\$13,647 00	\$13,647 00

XIII. Customs (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
(d) Sub-Collectors (continued).		
Brought forward.....	\$13,647 00	\$13,647 00
Outports—		
Harbor Buffett, with 10 per cent. on duties, not to exceed \$250.....	.....	.....
Heart's Content, with 20 per cent. on duties, not to exceed \$500.....	150	150
Herring Neck, with 10 per cent. on duties.....	150	150
Holyrood, with 10 per cent. on duties.....	100	100
Humbermouth, with 5 per cent. on duties, not to exceed \$650.....	550	550
King's Cove, with 10 per ct. on duties, not to exceed \$600.....	231	231
King's Point, with 10 per ct. on duties, not to exceed \$250.....	50	50
Labrador, with 10 per cent. on duties, not to exceed \$800..	600	600
Lamaline, with 2½ per cent. on duties, not to exceed \$600..	495	495
LaPoile, with 2½ per cent. on duties, not to exceed \$600 ...	300	300
Lark Harbor, with 10 per ct. on duties, not to exceed \$600.....	400	400
LaScie, with 10 per cent. on duties, not to exceed \$600.....	180	180
Lawn.....	390	390
Lewisporte, with 5 per cent. on duties, not to exceed \$750.....	500	500
Little Placentia, with 10 per cent. on duties, not to exceed \$600.....	231	231
Little River, Codroy, with 20 per cent. on duties, not to exceed \$300.....	80	80
Mary's Town, with 7½ per ct. on duties, not to exceed \$650.....	550	550
Nipper's Harbor, with 20 per cent. on duties, not to exceed \$300.....	80	80
Norris' Arm.....	150	150
Oderin, with 2½ per cent. on duties, not to exceed \$500.....	411	411
Pilley's Island, with 10 per cent. on duties, not to exceed \$750.....	400	400
Placentia, with 10 per cent. on duties, not to exceed \$700..	450	450
Port-aux-Basques, with 2½ per cent. on duties, not to exceed \$1,000.....	750	750
Clerk to Sub-Collector.....	.....	800
Port Blandford, with 20 per cent. on duties, not to exceed \$500.....	100	100
Port-au-Port.....	500	500
Port Saunders, with 10 per cent. on duties.....	500	500
Presque, with 20 per cent. on duties, not to exceed \$250... ..	.....	.....
Pushthrough, with 2½ per ct. on duties, not to exceed \$500.....	300	300
Ramea, with 10 per cent. on duties, not to exceed \$500.....	390	390
Renews, with 20 per cent. on duties, not to exceed \$500 ...	100	100
Robinson's Head.....	240	240
Rose Blanche, with 10 per cent. on duties, not to exceed \$500.....	281	281
Rigoulette, with 10 per cent. on duties, not to exceed \$800.....	600	600
Salmonier, with 10 per cent. on duties, not to exceed \$500.....	120	120
Salvage, with 10 per cent. on duties.....	15	15
Sandy Point, with 2½ per ct. on duties, not to exceed \$500.....	360	360
St. Anthony, with 20 per ct. on duties, not to exceed \$500.....	360	360
St. George's, with 10 per ct. on duties, not to exceed \$600.....	250	250
St. Jacques, with 2½ per ct. on duties, not to exceed \$600... ..	416	416
St. Lawrence, with 20 per ct. on duties, not to exceed \$500.....	300	300
St. Mary's, with 10 per ct. on duties, not to exceed \$500... ..	231	231
Sound Island, with 10 per ct. on duties, not to exceed \$500.....	240	240
Tilt Cove, with 2½ per cent. on duties, not to exceed \$600..	400	400
Trepassey, with 10 per cent. on duties, not to exceed \$600.....	280	280
Carried forward.....	\$26,828 00	\$27,628 00

XIII. Customs (continued).

DETAIL (continued).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
<i>(d) Sub-Collectors (concluded).</i>		
Brought forward.....	\$26,828 00	\$27,628 00
Trinity, with 2½ per cent. on duties, not to exceed \$600	400	400
Twillingate, with 2½ per cent. on duties, not to exceed \$750.....	621	621
Western Bay, with 10 per cent. on duties.....	20	20
Whitbourne, with 10 per cent. on duties, not to exceed \$200...	50	50
Wood's Island, with 10 per cent. on duties, not to exceed \$500	400	400
	\$28,319 00	\$29,119 00
<i>(e) Gaugers, Tidewaiters and Boatmen.</i>		
Outports—		
Bay of Islands, two men at \$390.....	\$780 00	\$780 00
Bay Roberts, one man	390	390
Bell Island, four men at \$390	1,170	1,560
Blanc Sablon, two men.. ..	320	320
Bonavista, one man	240	240
Bonne Bay, one man.....	390	390
Burgeo, one man	240	240
Burin, one man.....	390	390
Cape St. George, one man	300	300
Carbonear, two men at \$390	780	780
Catalina, one man .....	.....	200
Change Islands, one man.....	150	150
Fiona, S.S., one man.....	390	390
Fortune, one man	150	150
Grand Bank, one man	170	170
Greenspond, one man.....	150	150
Harbor Grace, one gauger	408	408
Harbor Grace, three men at \$360 each	1,080	1,080
Harbor Grace, two men at \$195 each.....	390	390
Kelligrews, one man	100	100
Lamaline, one man	240	240
Lord's Cove, one man	100	100
Lorries, one man	120	120
Placentia, one man	390	390
Port-aux-Basques, two men : one at \$500 and one at \$300 ...	890	890
Rose Blanche, one man	100	100
Sandy Point, one man.....	240	240
St. Jacques, one man.....	390	390
St. Lawrence, one man.....	250	250
Wesleyville, one man ...	100	100
Outport Supernumeraries.....	4,000	4,000
	\$14,808 00	\$15,398 00
<i>(f) Boats and Boat Hire.</i>		
Boats and Boat Hire	\$490 00	\$490 00
<i>(g) Office and Office Rent.</i>		
Repairs to Offices and Furniture	\$85 00	85 00
Rent of Offices.....	1,000	1,000
	\$1,085 00	\$1,085 00
<i>(h) Percentage on Duties.</i>		
Estimated Amount.....	\$14,000 00	\$14,000 00

XIII. Customs (concluded.)

DETAIL (concluded).

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
(i) Contingencies.		
Printing, Stationery, etc.....	\$400 00	\$400 00
Clothing	500	500
Fuel and Light	800	800
Telegrams and Postage	300	300
Travelling Expenses	750	750
Board Money.....	400	400
Miscellaneous.....	700	700
Survey Labrador Vessels	1,200	1,200
	\$5,050 00	\$5,050 00
(j) South West Coast.		
Revenue Protection Service—		
Outport Tidewaiters.....	\$2,500 00	\$2,500 00
Supernumeraries and extra service.....	500	500
Board of Tidewaiters.....	1,000	1,000
Extra Pay.....	400	400
Travelling Expenses	600	600
Telegrams	25	25
Stationery.....	50	50
Yachts, &c	1,000	1,000
Miscellaneous.....	15	15
	\$6,090 00	\$6,090
(k) Labrador.		
Revenue Protection Service—		
Travelling expenses.....	\$600 00	\$600 00
Miscellaneous.....	400	400
	\$1,000 00	\$1,000 00
(l) Miscellaneous.		
Bank Fisherman's Insurance	\$1,000 00	\$1,000 00
Fines and Forfeitures	2,000	2,000
Customs Refunds	16,000	16,000
Percentage on Outport Light Dues	800	800
Surveying of Coastwise Passenger Steamers.....	400	400
	\$20,200 00	\$20,200 00

XIV. Contingencies.

AMOUNT TO BE VOTED, \$10,000.00.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907 908.	Estimate 1908—1909.
Amount required to meet possible shortage owing to unforeseen Contingencies which may arise.....	\$10,000 00	\$10,000 00

Head XVI. Coal and Water Refunds.

AMOUNT TO BE VOTED, \$67,550.

Estimate of Expenditure for which Votes of the Legislature are required.	Estimate 1907-1908	Estimate 1908-1909
St. John's Coal Duties.....	\$57,000 00	\$57,000 00
Water Rates.....	3,000	3,000
	<u>\$60,000 00</u>	<u>\$60,000 00</u>
Harbor Grace Coal Duties.....	\$2,550 00	\$2,550 00
Water Rates.....	450	450
	<u>\$3,000 00</u>	<u>\$3,000 00</u>
Carbonear Coal Duties.....	\$1,500 00	\$1,500 00
Water Rates.....	500	500 00
	<u>\$2,000 00</u>	<u>\$2,000 00</u>
Placentia Coal Duties.....	\$500	\$500 00
Water Rates.....	200	200
	<u>\$700 00</u>	<u>\$700 00</u>
Grand Bank Coal Duties.....		\$600 00
Harbor Dues.....		400
		<u>\$1,000 00</u>
Fortune Coal Duties.....		\$500 00
Harbor Dues.....		350
		<u>\$850 00</u>
Total.....	<u>\$65,700 00</u>	<u>\$67,550 00</u>

APPENDIX

APPENDIX.

**Financial Statements for Year ending 30th June,
1907.**

Dr.

Statement of Current Account of the Government

Customs Duties, St. John's and Outports	\$2,318,376.78	
Light Dues, St. John's and Outports.....	25,548.54	
Miscellaneous Sources.....	10,131.38	
Total Customs Revenue.....		\$2,354,056.60
Postal Revenue.....	71,716.12	
Telegraph	50,673.80	
Crown Lands.....	59,300.68	
Stamps	12,899.42	
Liquor Licenses.....	5,782.55	
Fines and Forfeitures.....	6,935.90	
Broom Department, Penitentiary	7,000.46	
Fees Institutions.....	2,481.57	
Whaling Licenses.....	5,750.00	
Municipal Council, interest.....	47,333.42	
Harbor Grace Water Company.....	547.80	
Carbonear Water Company.....	1,140.80	
Imported Silver.....	23,861.51	
Interest on Credit Balance, Bank of Montreal.....	19,814.31	
Game Licenses.....	4,212.84	
Municipal Council's Contribution to Fire Department.....	12,000.00	
Express Companies Tax, 1905-6 and 1906 7.....	4,000.00	
Bank Tax.....	10,000.00	
Companies Fees.....	853.40	
Anglo-American Telegraph Co., Tax, Two Years.....	44,514.70	
Miscellaneous Sources.....	5,814.85	396,634.13
Total Current Revenue.....		\$2,750,690.73
Repayment on Account of Surplus Trust.....	78,871.58	
Repayment on Account Agricultural Bonus.....	5,021.47	
Repayment on Account Loan 5th Ed. VII., cap. I.....	2,558.99	86,452.04
		\$2,837,142.77

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

of Newfoundland for the Financial Year 1906-07.

Cr.

Expenditure under the following :—

Head I. Interest, etc., Public Debt.....	\$871,759.14	
II. Civil Government	137,604.77	
III. Pensions	11,251.00	
IV. Administration of Justice	183,162.36	
V. Legislation	38,704.67	
VI. Education	250,761.86	
VII. Public Charities.....	239,527.47	
VIII. Light Houses.....	65,645.56	
IX. Agriculture and Mines.....	22,573.06	
X. Marine and Fisheries	71,077.40	
XI. Roads, Bridges and Ferries.....	167,802.93	
XII. Postal Telegraph Department	391,735.37	
XIII. Customs	145,134.49	
XIV. Contingencies	27,347.51	
XV. Elections	248.72	
		<u>\$2,625,336.31</u>

SURPLUS :

Revenue for Year in excess of Expenditure	125,354.42
	<u>\$2,750,690.73</u>

Expenditure on Account Surplus Trust.....	\$78,871.58	
Expenditure on Account Agricultural Bonus.....	5,021.47	
Expenditure on Account Loan 5th Ed. VII., cap. L.	2,558.99	86,452.04
		<u>\$2,837,142.77</u>

E. M. JACKMAN,

Minister of Finance and Customs.

<i>Dr.</i>	<i>Balance Sheet Treasury</i>	
Revenue, viz:—		
On Current Account	\$2,750,690.73	
On Loan and Trust Account.....	86,452.04	
	<u> </u>	\$2,837,142.77
Loan 5th Edward VII., Cap. 1.....		172,203 00
Temporary Loan from Bank of Montreal.....	422,000.00	
Imported Copper	982.77	
	<u> </u>	422,982.77
Bank of Montreal, Loan and Trusts Accounts.....		724,042.98
Public Debt, viz:—		
5 per cent. Loan	4,200.00	
4 per cent. Loan	7,720,453.35	
3½ per cent. Loan	13,065,546.66	
3 per cent. Loan	1,581,666.66	
	<u> </u>	22,371,866.67
		<u> </u>
		<u>\$26,528,238.19</u>

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

Accounts, 1906-7.

Cr.

By Expenditure, viz:

On Account Current.....	\$2,625,336.31	
On Loan and Surplus Trusts	86,452.04	
Revenue in Excess of Expenditure balance.....	125,354.42	
		\$2,837,142.77

Redemption Temporary Loan from Bank of Montreal under
Loan 5th Edward VII., Cap. 1..... 172,203.00

Bank of Montreal General Account..... 422,982.77

Loan and Trusts Accounts, viz:—

Agricultural Bonus	15,767.90	
Loan 61 Vic., Cap. 10	10,000.00	
Loan 5th Edward VII., Cap. 1.....	4,855.34	
Surplus Trust.....	188,819.72	
Redemption Debentures.....	4,600.02	
Reserve Fund	500,000.00	
		724,042.98

Loans under Sundry Acts

22,371,866.67

\$26,528,238.19

E. M. JACKMAN,
Minister Finance and Customs.

Statement of Teachers' Pension Fund

RECAPITULATION.

Balance to Credit of Funds 1st July, 1906.....	\$33,593.53
Deposits to Fund for year ended 30th June, 1907	5,439.64
	<u>39,033.17</u>
Withdrawals from Fund during year	2,145.79
	<u>\$36,887.38</u>

DEPOSITS DURING YEAR 1906-07.

Contributions by Teachers under :	
Roman Catholic Boards.....	\$1,054.79
Church of England Boards.....	1,306.14
Methodist Boards.....	1,026.54
Congregational Boards.....	17.04
	<u>\$3,395.51</u>
Interest allowed by Bank.....	1,033.08
Interest allowed by Government	1,011.05
	<u>\$5,439.64</u>

Examined by me and found correct,
 W. L. DONNELLY,
Assistant to C. & A. G.

ARTHUR MEWS,
Deputy Colonial Secretary.

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

for the Year ending 30th June, 1907.

WITHDRAWALS FROM FUND DURING YEAR 1906-1907.

NAME OF TEACHERS.	Roman Catholic	Church of England.	Methodist
Joseph V. Follett			\$40.73
Mary Hutchings		\$49.97	
Susie Norman			27.11
Christina Shanahan	\$28.43		
Bessie S. McDonald	25.83		
Wm. P. Worrel'			27.18
Mary Hoskins	20.35		
Rose McGuire	32.35		
Lizzie Ryan	20.35		
Madeline Coady	29.38		
Sarah Allen			33.71
Mary A. Blackler		220.81	
Ellen Maher	25.57		
Annie Crocker			26.78
Annie Wheeler			23.30
John Fitzpatrick	77.37		
Levi T. Chafe		218.00	
Caroline House		31.60	
Amelia Andrews		25.24	
Fanny Templeman			34.69
Bessie Hartley	29.79		
Martha Hillier		22.34	
Elizabeth Kennedy	20.26		
Willis Mosdell		32.52	
May Brown		28.43	
Emma Ellsworth			22.62
Eva French		33.05	
Bridget Hearn	77.61		
Jemima Pomeroy			42.74
Solomon Rees		105.30	
Joseph Brazil	26.72		
Lizzie Doyle	23.49		
Gerald Jackman	188.85		
Catherine Kenny	21.27		
Bessie Gribble		55.56	
John Weir		32.74	
Mary Jane Lockyer		32.78	
Frederick Curnew		64.74	
Belinda Crocker (pension for quarter)		20.00	
Rachel Parsons		27.62	
Charlotte A. Brown			72.55
Minnie Hartery	84.60		
John R. Hussey	61.45		
	\$793.68	\$1,000.70	\$351.41

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

Report of the Newfoundland Savings Bank for Year ending 31st Dec., 1907.

Amount of deposits, 1906.....	\$2,183,792.67	
Amount of deposits, 1907.....	2,427,930.26	
Increase.....		\$239,137.59
Amount of deposits, 1907.....	\$705,505.70	
Amount of withdrawals, 1907.....	466,368.31	
Increase.....		\$239,137.59
Amount of interest of all kinds, 1907.....		\$83,968.52
Which account is closed as follows :—		
Amount of interest paid depositors	\$67,390.37	
Amount of salaries, rent, &c.....	8,550.34	
Amount of disbursements, Harbor Grace Branch.....	524.67	
Amount of disbursements, Heart's Content ..	124.27	
Amount of disbursements, Bay Roberts.....	399.02	
Amount of loss on Water Street buildings.....	248.54	
Amount of profit for 1907	6,731.31	
		\$83,968.52
Amount of reserve, 1906.....	\$38,241.84	
Profit of reserve, 1907.....	6,731.31	
		<u>\$44,973.15</u>
The Assets are as follows :—		
Colonial Debentures.....		\$640,814.70
Bank of Montreal Deposit		1,615,000.00
Bank of Montreal Current.....		124,256.89
Cash on hand.....		16,809.82
Directors Church of England College		17,000.00
Mortgages		17,150.00
Municipal Council		1,600.00
Bank Furniture ..		420.00
Harbor Grace Water Co.....		20,100.00
Carbonear Water Co.....		9,460.00
Placentia Water Co.....		10,292.00
		<u>\$2,472,903.00</u>
Contra :		
Deposit Account	\$2,427,930.26	
Reserve Account	44,973.15	
		<u>\$2,472,903.00</u>

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

R. BOND,
GEO. SKELTON, } Directors.
JOHN DWYER, }

Report of the Newfoundland Savings Bank for Year ending 31st Dec., 1907—(concluded.)

Classification of Deposits :		
Accounts under	\$200.....	3,303
	200 to 500	1,340
	500 to 1,000.....	581
	1,000 to 2,000.....	345
	2,000 to 3,000.....	97
	3,000 to 4,000.....	27
	4,000 to 5,000	14
Over	5,000.....	24
	Total.....	5,731
Harbor Grace Amount	\$266,203.42	912
Heart's Content Amount.....	37,675.20	258
Bay Roberts Amount	29,025.80	166
		7,067
Total No. of accounts, 1906—	6,364	
“ 1907—	7,067	
Increase.....	703	

REPORTS OF THE DEPARTMENT OF AGRICULTURE AND MINES, 1907.

*To His Excellency SIR WILLIAM MACGREGOR, Knight
Grand Cross of the Most Distinguished Order of
Saint Michael and Saint George, Companion of the
Most Honourable Order of the Bath, Doctor of
Medicine, Governor and Commander-in-Chief in and
over Our Island of Newfoundland and Its De-
pendencies*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to submit, for Your Excellency's information, detailed returns of the grants, licenses and leases issued by the Department of Agriculture and Mines within the fiscal year ending 30th June, 1907, and a report of the survey work performed during the calendar year ending 31st December, 1907.

During the fiscal year there have been issued:—

(1). Two hundred and thirty grants of agricultural land, containing an area of six thousand two hundred and sixty-five acres, two roods and fifteen perches; the amount received for which was four thousand nine hundred and thirty-one dollars and ninety-five cents, as shown in return marked No. 1.

(2). Seven licenses to cut timber, covering an area of five hundred and seventy-five and one-half square miles of land, on which there was paid one thousand one hundred and fifty-one dollars, as shown in return marked No. 2.

(3). Three leases of water-power for a term of nine hundred and ninety-nine years each, were issued to the Newfoundland Pine and Pulp Company, Limited, viz: the water-power of Bishop's Falls, Exploits River, the Badger Brook and Great Rattling Brook, affluents of the Exploits River. The rentals of these water-powers have been commuted as follows: Exploits River for five thousand dollars, Badger Brook for three thousand dollars and Great Rattling Brook for three thousand dollars.

(4). Two hundred and forty-six licenses of mining locations, covering an area of two hundred and sixty-three square miles, on which the amount of fees received was five thousand two hundred and sixty dollars, as shown in return marked No. 3.

(5). Four leases of mining locations, covering an area of five and a half square miles, on which the fees received amounted to two hundred and twenty dollars, as shown in return marked No. 4.

(6). Two fee simple mining grants, covering an area of two square miles, on which the fees received amounted to fifty dollars, as shown in return marked No. 5.

Two survey parties were engaged during the past calendar year in survey-

ing settlements and adjoining vacant lands, in order that what unoccupied land there was in the vicinity of these settlements available for future settlers might be shown. The one under the First Surveyor of this Department was employed at first in the South West Arm of Green Bay, and, subsequently, at Grand Falls, Exploits River and Rushy Pond. The other party, under the Second Surveyor, was employed in Gander Bay, Notre Dame Bay. Copies of the reports of the said surveyors are attached hereto.

I have also the honor to forward the following reports:—

The report of James P. Howley, F.G.S., Director of Geological Surveys and Curator of the Museum, of his proceedings in the work of Coal Exploration near Goose Brook during the past season, together with a diagram of the borings, showing the strata passed through.

The report of Thomas Howe, Chief Ranger under the Act for the Protection of Woods against Fire, of his proceedings during the past year.

The report of the Board of Agriculture, with statements of the distribution of breeding animals to the various Electoral Districts of this Colony and of the stock on hand in the stables.

I have the honour to be,
Your Excellency's most obedient servant,

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

Report of William Noel, First Surveyor.

SURVEYOR'S OFFICE,

December 31st, 1907.

Hon. J. CLIFT,

Minister of Agriculture and Mines.

SIR,—

I beg leave to report as follows on my work for the past twelve months. Up to the end of May I was engaged making plans of my previous season's work, etc.

On the 30th of May I left by train to connect with the *Clyde* on my way to South West Arm, Green Bay, to make a survey of that place, and also Jackson's Cove. Whilst there I traversed forty-seven miles of roads, sea-shore, rivers and telegraph lines. I cut twenty-two and a half miles of boundary lines of settlers lots. The number of lots surveyed here was one hundred and twenty-five. There is very little agricultural land available in this vicinity for future settlers.

On the 14th of September I left Jackson's Cove on my way to Bishop's Falls. Whilst there and at Rushy Pond I traversed thirty-six and a quarter miles of river and railway. I also laid out for settlement fifty-one lots of land and cut ten miles of boundary lines in connection with the same.

At Bishop's Falls there are about one thousand acres of good agricultural land available for settlement.

At Rushy Pond there are available for settlement about one thousand five hundred acres of good land. Near here Mr. H. J. Crowe has about thirty-five acres of land cleared. He had twelve acres under crop last summer. I learnt whilst there that the land, on account of having been burnt and having a sandy bottom, requires stable manure to produce a good crop; fertilizers seem to have little or no effect. Mr. Bayley has also about twenty-five acres of land cleared near here for the Anglo-Newfoundland Development Company, Limited. I returned to St. John's on the 31st of October.

Total mileage of traverse, $83\frac{1}{4}$ miles.

Total mileage of lines cut, $32\frac{1}{2}$ miles.

Total number of lots surveyed, 176.

Plans of the above are now being prepared.

On the 20th November I went to Upper Island Cove, District of Harbor Grace, in connection with the widening of a road at that place. I returned on the 23rd of November. On the 1st of December I proceeded to Little Southern Harbor, Placentia Bay, and made a survey of the bottom and east side of same (also surveyed ten lots of land claimed by the settlers in that harbor) in connection with the application of the Anglo-Newfoundland Development Company, Limited, for terminal rights there.

I may state here that the season's work was very much retarded by the very wet weather we experienced.

I found the settlers lots at South West Arm and Jackson's Cove in the same condition as similar lots in previous years, viz: the boundary lines not cut by the Deputy Surveyors who surveyed them. In some instances they had gone in the woods and put down corner posts by guess, and I found when I ran out the lines that some of the posts were as much as five chains out of place.

The provisions for my party of men, numbering eleven, for one hundred and fifty-five days cost \$771.88, which is forty-five cents per man per day. This includes meals on train and steamer, also freight of provisions from St. John's.

I have the honour to be, Sir,
Your obedient servant,

(Sgd.), WILLIAM NOEL,
First Surveyor.

Report of H. J. Duder, Second Surveyor.

SURVEYOR'S OFFICE,

December 31st, 1907.

Hon. J. AUGUSTUS CLIFT, K.C.,
Minister of Agriculture and Mines.

SIR,—

I beg leave to report on my work for the past year.

I was engaged in the winter making plans of the summer's work of 1906.

In May I made a survey of Signal Hill, from Cuckold's Cove to Chain Rock Battery.

In conformity with instructions received, I left St. John's on the second of June for Gander Bay to survey the settlements in that Bay, in order to obtain information as to what land in the vicinity of these settlements was suitable for future settlers. Arriving there on the fifth of June the season's work was commenced. From this date to the thirty-first day of November surveys of the following lots of land were made:—

The North and South side of Gander Bay and Dog Bay.

Miles of boundary lines cut, forty-four.

Miles of sea-shore and roads traversed, seventy-five.

Number of settlers lots blocked off, two hundred and forty-two.

The saw-mill situated at George's Point was not in operation this year, but having in their yards about five million feet of lumber which was cut the previous year, this was shipped to South American markets the past summer.

This mill is of great benefit to the people of Gander Bay, as it gives constant employment to a large number of men.

There is some very good agricultural land in this Bay; but not any extensive area in one place.

On the fourteenth of December I proceeded under instructions received to Holyrood Pond, St. George's Bay, to locate line of road from the settlement to connect with the Gascoigne Road, returning to St. John's on the 20th of Dec

A series of plans of the above settlements are in course of preparation, and will duly be submitted.

Number of men employed, ten; cost of provisions, seven hundred and twenty-five dollars, including freight from St. John's and meals on train and steamer, equivalent to forty-six cents per man per day.

I have the honour to be Sir, your obedient servant,

H. J. DUDER,

Second Surveyor, Department of Agriculture and Mines.

REPORT OF BOARD OF AGRICULTURE FOR THE YEAR 1906.7.

*To His Excellency SIR WILLIAM MACGREGOR, Knight
Grand Cross of the Most Distinguished Order of
Saint Michael and Saint George, Companion of the
Most Honourable Order of the Bath, Doctor of
Medicine, Governor and Commander-in-Chief in and
over Our Island of Newfoundland and Its De-
pendencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

The Board of Agriculture, in presenting their annual report, are pleased to state that in April last they removed their stock from "Devon Farm" to their new premises, a farm of fifty-seven acres (twenty-nine of which are cleared), leased from the estate of the late Charles Hutchings, situate on the west side of the Newtown Road.

Since occupying the said farm they have erected two stables, one for horses and the other for cattle, complete with all modern improvements, at an expense of about five thousand five hundred dollars. They have also erected a barn for their farm implements and tools; they have also thoroughly repaired the two dwelling-houses and the old barn. The whole premises are now in first-class order and are well equipped for any stock that the Board may possess for a long time to come.

It was feared that in consequence of the unfavorable weather of the past summer the crops would have been very light, but the Board are pleased to report that the crops were of a fair average. There is no doubt but that in a year or two this farm will produce all the hay, green foods and roots that may be required for feeding the stock.

During the summer it was deemed advisable to part with some of the older animals and replace them by younger animals, and for this latter purpose the Secretary was despatched by the Board to attend the Halifax Exhibition to secure any animals exhibited that would be suitable. He purchased one Holstein bull, one Ayrshire bull, one Jersey bull and two Cheshire white pigs (sow and boar), one Yorkshire boar and eight young pigs—all pure pedigree stock and winners of prizes. All these animals arrived safely and are now at the Board stables.

The Board subsequently imported through Mr. Thomas Curran, St. John's, from Charlottetown, Prince Edward Island, a coach stallion and a brood mare, which they hope will be considered of great value in improving the breed of horses.

Dr. Saunders, of the Department of Agriculture at Ottawa, forwarded samples of wheat, barley, oats and potatoes for experiment in Newfoundland, with a request that a report of results be forwarded him. The grain was distributed among five of our farmers and the potatoes were planted at the Board farm. It is to be regretted that the past season being so wet and backward and the

weather so unfavorable to the growth of grain, the produce was very poor, but the potatoes (though not up to what was hoped) were much better and showed that two of the varieties, namely, "Money Maker" and "Carman No. 1," were well suited to our soil and climate."

Regular monthly meetings have been held during the year and all were well attended. During the summer these meetings were held at the Board Room on the farm, with the view of affording the members an opportunity of regularly inspecting the work on the farm and the state of the stock.

The Board regret the loss of one of its oldest and most practical members by the death of Mr. John Nash, who was a most regular attendant at all meetings, whilst his long experience in farming was of great value to the Board.

A list of animals distributed during the year to the various districts of the Island and of the stock on hand is hereto appended.

Respectfully submitted,

J. A. CLIFT, *Chairman.*

JAS. B. SCLATER, *Secretary.*

Stock on Farm, 31st December, 1907.

1 Stallion	\$575.00	
1 Mare	190.00	
1 Horse	75.00	
2 Ayreshire Bulls	200.00	
2 Jersey Bulls	100.00	
2 Shorthorn Bulls	150.00	
2 Holstein Bulls	200.00	
1 Shorthorn Cow	80.00	
1 Ayrshire Cow	80.00	
1 Ayrshire Heifer	65.00	
3 Cheshire White Boars	75.00	
3 Cheshire White Sows	60.00	
1 Yorkshire Boar	25.00	
	—	\$1,875.00

IMPLEMENTS AND TOOLS.

1 Mowing Machine	\$50.00	
1 Rake Machine	30.00	
1 Tedder	20.00	
1 Pair Iron Harrows	20.00	
1 Iron Roller	20.00	
1 Cultivator (horse)	10.00	
1 Iron Plough	10.00	
1 Wooden Plough	10.00	
1 Seed Sower	10.00	
Hand implements and tools	50.00	
1 Square Waggon	100.00	
1 Trotting Gig	40.00	
1 Side Sleigh	40.00	
1 New Catamaran	45.00	
2 Box Carts and Wheels	50.00	
1 Long Cart	30.00	
2 Grinding Stones	10.00	
2 Sets Carriage Harness	40.00	
Part Set Carriage Harness	10.00	
2 Sets Cart Harness	30.00	
Part Set Cart Harness	10.00	
1 Root Cutter	10.00	
1 Chaff Cutter	3.00	
1 Hay Press	50.00	
	—	\$698.00
14 Tons Hay at \$24	\$336.00	
450 Bushels Oats at 66c	297.00	
Cattle Feed	25.00	
1 Furnace and fittings	40.00	
	—	\$698.00
		<u>\$3,271.00</u>

List of Animals Distributed, 1907.

ST. JOHN'S EAST.

2 Bulls, 7 Rams.

ST. JOHN'S WEST.

3 Bulls.

FERRYLAND.

2 Bulls, 6 Rams.

HARBOR MAIN.

1 Bull, 3 Rams.

BAY ST. GEORGE.

1 Bull, 2 Rams.

TWILLINGATE.

2 Bulls, 8 Rams, 2 Pigs.

BONAVISTA.

1 Bull, 2 Rams, 1 Pig.

PLACENTIA and ST. MARY'S.

1 Bull, 2 Pigs.

PORT DE GRAVE.

1 Shorthorn Bull.

ST. BARBE.

1 Bull.

TRINITY.

1 Bull, 3 Rams, 2 Pigs.

RECAPITULATION.—16 Bulls, 31 Rams, 7 Pigs.

REPORT OF THOMAS HOWE, CHIEF WOODS RANGER, 1907.

31st December, 1907.

Hon. J. A. CLIFT, K.C.,
Minister of Agriculture and Mines.

SIR,—

I have the honour to submit, for your information, my report on forest fires, etc., for the past year.

It affords me great pleasure to be able to state that I have very little to report again this year with regard to damage done by forest fires.

Early in May several small fires were started by the sides of the railway track, but no damage resulted.

In June the same thing occurred; some small fires started by the railway track. Two, in the vicinity of Whitbourne, threatened to be serious, but were extinguished by the Deputy Wood Ranger, Mansfield Pettipas.

On the 14th of June a fire started about two miles east of Badger Brook, which raged fiercely for a few hours. Mr. John D. Colbourne, manager of the saw mill at Badger Brook, with all his workmen, fought it well until they checked its progress, and turned its course, thus preventing it from entering the green woods, and by rain falling the fire was completely extinguished.

Another small fire started about two miles west of Badger Brook, but did very little damage. Both these fires commenced by the side of the railway and ran over about two and a half square miles where fires had passed before.

On the same date—the 14th June—a fire started about three miles east of South Brook, Deer Lake; it burnt both sides of the railway track and ran about two miles in on the west side of the track. It crossed South Brook and came down on the south side, burning a house belonging to James Stewart of Corner Brook, Bay of Islands. The house and its contents were valued by James Stewart at six hundred dollars. There were two small patches of green timber scorched, amounting perhaps to twenty acres. I am not aware of the name of the owner of the property.

On the nineteenth a fire started at Steady Brook, five miles east of Riverhead, Bay of Islands. This threatened to be the most serious for the season; but the railway section men working on that part of the line fought the fire without taking any rest for thirty-six hours, and kept it under control, when fortunately rain came and put it out. Much credit is due these men for the manner in which they worked and kept the fire down.

On the tenth of June a fire started up the Little Humber, about the fork of the Junction Brook or Grand Lake Stream. John Flect, Deputy Wood Ranger, went there with men from the mill at Deer Lake, but could do nothing to check its progress. This was practically a ground fire and destroyed very little timber;

it ran down the side of the Humber and burnt a log house, twenty feet by sixteen feet, on Mr. Ryall's farm, but did no other damage.

This fire did not start by the side of the railway track, but was undoubtedly the result of carelessness by parties either logging or fishing. I spent much time in trying to find the parties who started this fire, but did not succeed in finding any clue that would lead to the conviction of the offenders.

The above are the principal fires occurring during the past year. I cannot say that any direct damage was done to the forest, neither can I estimate the value of the two houses, as I did not see them before they were burnt.

Several other small fires were started by the side of the railway which were put out by myself, the section-men and residents from the different settlements. Several which might have been serious in the vicinity of Clarendville were extinguished by Messrs. William and Malcolm Tilley of that place.

I have spent practically the whole of my time since February 2nd of this year in the performance of my duties under my appointment as Chief Woods Ranger, which also includes those of Game Warden.

I wish to state here that I sometimes find it necessary to take my gun and go as if I were hunting in the vicinity where I know gangs of sportsmen to be hunting; also, I sometimes take my fishing-rod and go to the lakes and streams where I know parties to be fishing. I do this, not with the hope of finding trouble, but for the purpose of preventing it. It was on one of these occasions that I discovered a fire left burning at the head of Terra Nova Lake, which resulted in the arrest of one Dr. Noll, whose name I obtained from his guide, with other information as required by section 19 of the Forest Fires Act. This case was dismissed on the ground that sufficient caution had been taken, and that the wind was blowing the wrong way for the woods to catch

The above is the only prosecution during the past year.

I have appointed three Deputy Rangers, who are as follows:—Mansfield Pettipas, Whitbourne; Dean Gale, Robinson's Head, and John Fleet, of Little Harbor, Deer Lake.

I have the honour to be Sir,
Your obedient servant,

(Sgd.), THOMAS HOWE,
Chief Woods Ranger.

GEOLOGICAL SURVEY OF NEWFOUNDLAND.

Coal Boring Operations, 1907, Near MacGregor—Grand Lake
Carboniferous Area.

JAMES P. HOWLEY, F.G.S., DIRECTOR.

GEOLOGICAL SURVEY OFFICE,

January 6th, 1908.

Hon. J. AUGUSTUS CLIFT, K.C.,

Minister of Agriculture and Mines.

SIR,—

I am pleased to inform you that the coal boring operations near Goose Brook during the past season resulted more favorably than heretofore.

Although several unavoidable delays occurred in the early part of the season, owing to the breaking down of certain parts of the machine, and the non-arrival of the casing pipe ordered at an early date, nevertheless, more actual boring was accomplished than in any two previous years.

Two holes were put down—one to a depth of 194.7 feet, the other to a depth of 256 feet. Seventy-seven feet of the former were drilled in 1906, so that the actual depth made in that hole this year was 117 feet, within which the 256 feet of the second hole aggregated 373 feet altogether, or an average of 3.3 per day. As, however, the boring was suspended on two or three occasions for several days at a time, owing to the above-mentioned causes, and the number of working days thereby reduced to 85, the real average per day, that the machine was in operation, was about 4.38 feet, which under all the circumstances, may be considered fairly good work.

We commenced drilling on the 20th of June at No. 3 of last year, near a small tributary of Goose Brook. This was the same hole we were compelled to abandon the previous November owing to the desperate state of the weather at that time.

Having first cleaned it out down to the bottom, good progress was made to a depth of 100 feet, which was reached on the 25th. It then began to cave in badly, necessitating the withdrawal of the old 4-in. pipe and putting down the new three and a half inch casing pipe. By the 28th it was down thirty-eight feet, when an unfortunate accident occurred. The main journal of the spindle rod, one of the chief parts of the running gear became broken by the great strain upon it, and though we tried to effect temporary repairs, it soon gave out again, and could not be made any further use of. A telegram was immediately despatched to the Davis Calyx Drill Company, New York, for a new journal, and while awaiting its arrival, the pipe was screwed down by hand to within ten feet of the bottom of the hole.

We now had to abandon this place and remove the machine to a new site about four hundred feet to the eastward, where favorable surface conditions

seemed to exist. The withdrawal of the casing pipe from the first hole was a difficult undertaking, and several days elapsed before we succeeded in recovering it all.

By the 22nd of August, the machine being again in working order, we commenced to put down the large 5 in. stand pipe, but it proved the most tedious and difficult task yet encountered. Such was the depth and character of the overlying drift deposit, all efforts to penetrate it were for a long time unavailing. Huge boulders and coarse gravel were encountered at almost every foot, and as these were cut through, they would become loosened, and turned over, necessitating cutting the same boulder several times. The pipe had to be withdrawn two or three times and reset. On the 7th of Sept the spindle journal again gave out, and as it was too late in the season to procure a new one from the manufacturers of the machine, we were obliged to get a temporary one made at the Terra Nova Engine and Boiler Works, St. John's. This reached us on the 23rd. In the meantime we had succeeded in screwing down the five inch casing pipe to the bed rock, a depth of twenty-one feet. Boring was now started with a four inch core barrel and cutter, and all went well until October 16th. At a depth of one hundred and thirty-five feet the sides of the hole began to cave in so badly, and the drill rods became so frequently jammed, the 4 in. tools had to be laid aside, the small three and a half casing pipe screwed down to the bottom of the hole, and the 3-in. core barrel and bit brought into requisition for the remainder of the season. By the 10th November we had reached a depth of two hundred and fifty-six feet, when the weather conditions and the lateness of the season made it advisable to close down the work.

A shed having been erected over the machine where it stood, all the loose materials were carefully stored away for the winter.

During the progress of the drilling operations, the road to Goose Brook was completed, half a mile ahead, so as to be in readiness for moving the machine forward as new boring sites are located.

The details of the sections passed through in the two bore holes are given below, and the accompanying diagram, on a scale of ten feet to one inch, will more fully illustrate the same.

I have in course of preparation, on a scale of one hundred feet to one inch, a ground plan and section of all the work accomplished in this particular portion of the Grand Lake Carboniferous area, within the last few years. I trust it will afford a more adequate idea of what has been accomplished than any written description, and will obviate the necessity of recapitulating the substance of former reports.

Our drillman, Mr. Ellison, gave every satisfaction. He proved himself a most experienced and careful expert in that particular capacity.

Record of Bore Hole No. 1.

	STRATA.		COAL.	
Surface deposit of sand, gravel and boulders	28	0		
Dark grey fine-grained micaceous sandstone, with numerous carbonized plant impressions.....	15	0		
Dark Bituminous shale with fossil plants.....	4	0		
Coal seam				4?
Shale filled with plant impressions.....	2	8		
Coal seam				3?
Shale with fossil rootlets	5	9		
Coal seam				5?
Alternations of shale and fine sandstone with numerous plant impressions, and streaks of coal.....	20	7		
Shale with kidney ironstone.....	16	0		
Ironstone with a little shale.....	10	0		
Coarse whitish grit.....	4	9		
Fireclay	1	3		
Coarse white grit.....	2	0		
Arenaceous shale	3	0		
Fine grayish sandstone.....	2	0		
Chiefly shale	8	0		
Shale and ironstone.....	1	0		
Fine gray sandstone with coal partings.....	5	0		
Coarse grayish grit.....	11	2		
Shale with kidney ironstone and some coal streaks.....	32	7		
Shale and ironstone.....	11	3		
Coal seam				3?
Shale with ironstone and coal streaks	9	4		
Strata	193	4	1	3
Coal	1	3		
Total	194	7		

Record of Bore Hole No. II.

	STRATA.		COAL.	
Superficial drift, sand, gravel and boulders.....	21	0		
Coarse whitish grit.....	27	0		
Shale	2	0		
Coal seam				3
Shale with coal partings.....	6	9		
Shale with kidney ironstone.....	4	0		
Coal seam				9
Shale.....	5	3		
Coal seam			3	0
Shale with kidney ironstone.....	4	0		
Shale with kidney ironstone with coal streaks.....	30	0		
Chiefly shale.....	8	0		
Arenaceous shale and fine sandstone.....	3	0		
Fine and coarse sandstone.....	5	0		
Coarse grit		3		
Arenaceous shale	2	9		
Shale with coal streaks.....	3	2		
Coarse gray grit.....	16	0		
Shale with coal partings.....	9	0		
Coarse gray grit.....	8	0		
Shale with kidney ironstone.....	10	0		
Coarse gray grit.....	5	0		
Shale and ironstone	4	0		
Coarse grit	7	10		
Shale with ironstone and coal partings.....	20	5		
Coal seam				6
Dark carbonaceous shale with ironstone & fossils.....	17	9		
Shale with thin coal streaks	3	0		
Shale and ironstone.....	29	0		
Strata	251	6	4	6
Coal.....	4	6		
Total	256	0		

It will be seen by the above sections that the strata passed through are typical of the coal measures proper, and correspond almost exactly with those of the Cape Breton series. The preponderance of shale and ironstone is a very marked feature, while the great abundance of carbonized plant remains, and the frequent occurrence of thin coaly layers throughout the more shaly portions give promise of other and thicker seams occurring.

The failure to strike any large seams so far, should by no means be taken to indicate their absence. If we turn to Cape Breton to institute comparisons, it will be found that Mr. Brown in his section of the North Sydney Coal Measures, enumerates no less than 23 distinct coal measures therein, only four of which are considered of workable dimensions. Of the remaining nineteen four only are over a foot in thickness. All the others range from two inches to one foot, fourteen of the fifteen averaging only six inches each.

The section passed through in No. 2 bore hole, between fifty and seventy feet, might be considered as one seam, which exhibits at least $3\frac{1}{2}$ feet of coal of good quality, three feet of which might be recovered in actual mining. Unfortunately no good cores were obtained, nearly all the coal being ground up into small fragments, by the friction of the core barrel, and the presence of hard lumps of grit and ironstone. The prospect of securing satisfactory cores with tools of such small dimensions as those now in use, is not favorable.

Efforts have been made since my return home to induce persons handling boring drills in the United States and Canada to contract for the further prosecution of the work, but so far without avail, nor do I think from present appearances any such firms can be found willing to do so. In the event of our having to continue the work ourselves, I would strongly urge the necessity of procuring a second Davis Calyx drilling outfit for next season. The advantage of having two such machines in operation at the same time are manifold. One engineer could easily superintend the running of both machines, with the assistance of an intelligent mechanic and a few extra men. The drills would never be situated far apart, and in the event of one breaking down at any time, the other could be kept going, and thus avoid the vexatious delays which have hitherto so much retarded the work. Should this suggestion be adopted, the thorough exploration of this promising coal field would be very much facilitated.

In ordering a new outfit, it would be well to have duplicates of all such parts as are liable to most wear and tear. One of the chief drawbacks to the successful prosecuting of the work heretofore is the necessity of having to send to the manufacturers for every item in case of accident, and the great loss of time in obtaining the articles from New York.

I have the honour to be, Sir,
Your obedient servant,

(Sgd.), JAMES P. HOWLEY.

<i>Dr.</i>	<i>Coal Exploration</i>
Andrew Aylward	\$378.00
J. Anderson, supplies	59.48
Anglo-American Telegraph Co., messages.....	4.20
Frank Aylward, wages.....	105.10
John Brick, wages.....	219.70
F. Brien, wages.....	103.80
Bagg Brothers, provisions and vegetables.....	5 62
James Cole, wages.....	127 60
Edward Cantwell, cab hire.....	2.00
John English, wages.....	141.20
Richard Field, wages.....	136.70
Frank Gushue, tinware, etc.....	50.46
W. L. Haddon, wages.....	311.75
J. P. Howley, disbursements.....	50.00
John Kavanagh, wages.....	155.00
Maurice Kavanagh, wages.....	102.30
G. Knowling, tinware.....	3.42
John Kelly, wages.....	120.40
James Keating, meat and vegetables.....	125.29
Stephen Knight, wages.....	40.00
Kavanagh's Drug Store, medicine.....	8.51
A. R. Landsten, wages.....	822.50
Patrick Leary.....	146.73
S. Milley, blankets, etc.....	12.29
Newfoundland Express Co., freights.....	3.00
O'Mara's Drug Store, medicine.....	9.90
Postal Telegraph, messages.....	7.48
Reid-Newfoundland Co., fares, freights.....	393.56
Thomas Squires, wages.....	146.50
James Stott, supplies.....	878.80
Terra Nova Engine and Boiler Works, machinery.....	1,001.57
Denis Thomey, wages.....	236.40
James Vey, photographic outfit.....	134.90
Thomas Whelan, wages.....	118.00
S. Willar, camps and freight.....	222.70
	6,384.86
Balance unexpended	7,921.67
	\$14,306.53

J. A. CLIFT,

Minister of Agriculture and Mines.

Trust Account, 1906-1907.

Cr.

By amount from 1905-06.....

\$14,306.53

\$14,306.53

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

Return of Crown Land Grants

No.	Date of Issue.	Name.	No. of Grant.
1	July 31	Sarah Battcock and others	9772
2		do	9874
3	Aug. 23	D. A. Ryan	10999
4	Sept. 18	George Rose	10994
5	" 29	Maria Murphy	7898
6	Oct. 1	James M. Andrews	10970
7		James Baker	11000
8		John Butt	11002
9		G. H. Crane, of Henry	11081
10		Charles Martin	11091
11	2	Rev. G. H. Bishop	10966
12	4	Levi Hopkins	11044
13	11	Orión March	11024
14	13	Louis Young	10975
15		John F. Gillam	11052
16		Michael Cormier	10711
17	16	Caleb Squires	10764
18		Joseph Lynch	11031
19	22	Isaac Hussey	10411
20		Jacob Moores	11026
21	25	Aloysius Brinton	11088
22		Elam Elliott	11062
23		Robert Retief	10997
24		Diocesan Synod	11069
25		Stewart Taylor	10981
26		George Snow	10993
27	27	J. and E. Machin	11020
28	28	William Noble	11014
29	29	Eli Roberts	11006
30	31	Francis Dyke	10795
31	Nov. 26	Ambrose Davis	10544
32	Dec. 1	Walter and John Noseworthy	11015
33		Denis Dunn	11066
34	12	George Howell	11050
35	12	Josiah Dart	11064
36		Sam and Wm. Budgell	11103
37		Samuel LeDrew	11030
38		William Harbin	11046
	1907.		
39	Jan. 2	Horwood Lumber Co.	11110
40	5	William Brown	10091
41		E. Smith, H. U. and J. T. Blundon	10987
42		Edward Cooper	11078
43		Edward and W. H. Sinclair	10986
44		Elizabeth Eddy	11061
45		Moses Janes	11036
46		Edward Rowe	11003
47	7	Robert Collins	11085
48		John Vardy and Brothers	10979
49		Joseph Elliott	11060
50		Moses Wheaton	10976
51	9	William Collins	11087
52		Robert Butler	11098
53		Abel Chalk	11076
54		George Bridger	10967
55		William Bursey, jr.	11096
56		Philip Bursey	11093
57	10	Robert Bursey	11101

Issued during the Year 1906-1907.

Locality.	Area.			Date of Grant.	Registry.		Amount of fee.
	A.	R.	P.		Vol.	Folio.	
Brigus, District of Ferryland.....	5	1	9	Oct. 14, 1903	65	134	\$1 80
do do	1	3	0	Dec. 18, "	65	146	1 60
Battean, Labrador.....	3	3	11	June 19, 1906	72	88	2 20
Little Burin Harbor, District of Burin....	0	0	28	" 19, "	72	90	1 30
Torbay, District of St. John's East.....	4	2	14	July 27, 1895	55	160	1 40
Barr'd Island Cove, District of Twillingate	5	1	4	June 19, 1906	72	91	2 50
Saviour's Island do.....	3	3	26	" 19, "	72	92	2 20
Indian Brook do.....	18	2	0	" 19, "	72	89	6 70
Bay Roberts, District of Harbor Grace...	1	2	14	" 19, "	72	93	1 60
Cape Broyle, District of Ferryland.....	1	1	39	" 19, "	72	94	1 60
Hermitage, District of Fortune Bay.....	1	0	0	" 19, "	72	95	1 30
Old Perlican, District of Bay de Verde ...	1	2	0	" 19, "	72	96	1 30
Lady Cove, District of Trinity.....	4	3	27	" 19, "	72	103	2 50
Crabbs, District of St. George's.....	65	0	0	" 19, "	70	35	20 50
Robinson's, do.....	61	2	0	" 19, "	70	34	19 60
Codroy Pond do.....	103	0	0	Aug. 19, 1905	70	33	31 90
Dogberry Hill Rd, District St. John's W.	19	0	32	Dec 11, "	65a	54	7 00
Paradise Road do.....	16	0	26	June 19, 1906	72	108	6 10
Bunyan's Cove, District of Bonavista....	16	1	2	" 19, "	72	102	6 10
New Bay, District of Twillingate.....	1	3	17	" 19, "	72	97	1 60
Mortier Bay, District of Burin.....	20	0	0	" 19, "	72	98	7 00
Change Islands, District of Fogo.....	0	2	37	" 19, "	72	99	1 30
Three Rock Cove, District of St. George..	10	0	0	" 19, "	72	101	4 00
Heart's Content, District of Trinity.....	2	2	0	" 19, "	72	100	1 00
Change Islands, District of Fogo.....	4	3	25	" 19, "	72	105	2 50
Burnt Bay, District of Twillingate.....	5	3	9	" 19, "	72	104	2 80
Sandy Cove, District of Bonavista.....	8	2	16	" 19, "	72	112	3 70
Shoal Bay Reach, do	1	2	28	" 19, "	72	109	1 60
Three Brooks, do	9	2	16	" 19, "	72	110	4 00
Alexander Bay, do	10	0	0	Dec. 11, 1905	72	76	4 00
Brookfield, do	0	2	20	Mar. 21, "	69	142	1 30
Wesleyville, do	2	0	16	June 19, 1906	72	117	1 90
Fortune Harbor, District of Twillingate..	3	0	3	" 19, "	72	119	1 90
Old Perlican, District of Bay de Verde...	0	0	21	" 19, "	72	120	1 30
Swan Island, District of Twillingate.....	0	1	31	" 19, "	72	118	1 30
do do	1	1	37	" 19, "	72	116	1 60
Change Islands, do	12	0	37	" 19, "	72	115	4 90
Gander Bay, District of Fogo.....	10	2	24	" 19, "	72	106	4 30
do do	9	3	24	Nov. 2, 1906	72	121	4 00
Squid Tickle, District of Bonavista.....	5	2	3	June 19, "	72	107	2 80
Hickman's Harbor, District of Trinity....	4	1	24	" 19, "	72	111	2 50
Thoroughfare, do	5	1	33	" 19, "	72	122	2 80
Upper Rocky Brook, do	7	1	11	" 19, "	72	127	3 40
Little Catalina, do	3	2	7	" 19, "	72	125	2 20
Britannia Cove, do	17	1	35	" 19, "	72	126	6 40
Norris' Arm, District of Twillingate.....	14	2	0	" 19, "	72	123	5 50
Shoal Bay, District of Bonavista.....	3	2	24	" 19, "	72	131	2 20
Hickman's Harbor, District of Trinity....	10	1	4	" 19, "	72	130	4 30
Change Islands, District of Fogo.....	0	0	28	" 19, "	72	128	1 30
Fredericton, do	7	1	34	" 19, "	72	129	3 40
Golden Bay, Dist. Placentia & St. Mary's	1	2	16	" 19, "	72	135	1 60
Mosquito, District of Carbonear.....	1	2	28	" 19, "	72	132	1 60
Scissor's Cove, District of Twillingate....	10	0	30	" 19, "	72	134	4 30
Pilley's Island, do	1	0	32	" 19, "	72	133	1 60
Moore's Harbor, District of Fogo.....	0	1	23	" 19, "	72	136	1 30
Diamond Cove, do	1	1	33	" 19, "	72	137	1 60
Change Islands, do	1	3	12	" 19, "	72	143	1 60

Return of Crown Land Grants

No.	Date of Issue.	Name.	No. of Grant.
58	Jan. 10	Albert E. Stroud.....	10988
59		William Collins.....	11073
60		John Pelley.....	01011
61		George Cosh.....	11080
62		James Elliott.....	11059
63		George A. Elliott.....	11258
64		James Clare.....	11077
65		Alexander Cobb.....	11086
66		Moses Sheppard, of George.....	10989
67		Josiah White.....	11109
68		John E. White.....	11113
69	12	John J. Rose.....	11002
70	15	John Hancock.....	11045
71		James Peach.....	41008
72		William Mullins.....	11018
73		Thomas Leat.....	11028
74		Uriah Harnum.....	11047
75		H. W. Gardner.....	11051
76		Richard Randell.....	8925
77	19	Henry Patay.....	10018
78		Frederick Pearce.....	11009
79		Newfoundland Conference.....	11017
80		John Murphy.....	11023
81		Solomon Miller.....	11022
82		John Keough.....	11034
83		Hubert and Aelam Belbin.....	11089
84		Garrett Kelly.....	11033
85	28	James Coish.....	11118
86		John Russell, of George.....	11001
87		George and Philip Bursey.....	11094
88		Aeneas Bennett.....	11116
89		N. and S. Arnold.....	10969
90	Feb. 12	John Lynch.....	11032
91		Charles Soper.....	10985
92		William Durdle.....	11065
93		William Carberry.....	11074
94		William Duffitt and Brothers.....	11063
95		John Belbin.....	10965
96	27	Theophilus J. Janes.....	10786
97		Jane Batstone.....	11114
98	Mar. 9	Darius White.....	10978
99		Richard LeDrew.....	11029
100		Charles Cull.....	11075
101		John Russell.....	11000
102		Stephen Earle.....	11135
103		James Reid.....	11005
104		William Miller.....	11025
105		Wm. Butt and Wm. Hoskins.....	11097
106	14	Charles Rowland.....	10966
107		Jacob Hunt.....	11048
108		Charles Clarke.....	11084
109		Aloysius Brinton.....	11125
110		Thomas Rose.....	11004
111		James Lorenzen.....	11027
112		John Ash.....	10972
113		John R. French.....	11057
114		Albert and Joseph Cull.....	11079
115		Benjamin Morris.....	11021
116		Edward S. Hennebury.....	11049

APPENDIX

Issued during the Year 1906-1907.

Locality.	Area.			Date of Grant.	Registry.		Amount of fee.
					Vol.	Folio.	
Terra Nova River, District of Bonavista..	A. 23	R. 0	P. 39	June 19, 1906	70	36	\$8 20
Hare Bay, do ..	3	1	14	" 19, "	72	140	2 20
Bounds Mead, District of Trinity	38	1	24	" 19, "	70	41	14 70
Burgoynes Cove, do	9	1	33	" 19, "	72	139	4 00
Burnt Arm, District of Twillingate.....	5	3	0	" 19, "	72	138	2 80
do do	4	2	30	" 19, "	72	141	2 50
Boyd's Cove, do	6	0	0	" 19, "	72	142	2 80
Crabb's Brook, District of St. George.....	41	2	0	" 19, "	70	40	13 60
York Harbor, do	21	2	4	" 19, "	70	37	7 60
Coal River, do	40	0	0	Nov. 2, "	70	38	13 00
do do	40	0	0	" 2, "	70	39	13 00
Harbor Breton, District of Fortune Bay	1	0	16	June 19, "	72	144	1 60
Brooklyn, District of Bonavista	11	3	24	" 19, "	72	148	4 60
Lower Small Pt., District Bay de Verde	2	3	37	" 19, "	72	150	1 90
Boyd's Harbor, District of Fogo	6	2	0	" 19, "	72	145	3 10
Gander Bay, do	15	2	28	" 19, "	72	146	5 80
Seal Cove, District of Trinity.....	0	0	24	" 19, "	72	147	1 30
Aspen Cove, do	17	1	0	" 19, "	72	149	6 40
Alexander Bay, District of Bonavista.....	6	1	24	Sept. 8, 1899	61	40	3 10
Cape Ray, District of Burgeo & LaPoile...	18	3	30	Feb. 4, 1904	65	149	6 70
Brown's Ar., District of Twillingate.....	8	1	30	June 19, 1906	72	151	3 70
Western Bay, District of Bay de Verde	3	2	4	" 19, "	72	152	2 20
Broad Cove Rd., District St. John's East	23	0	0	" 19, "	72	153	8 60
Hodder's Cove, District of Trinity	2	2	25	" 19, "	72	154	1 90
Carbonear, District of Carbonear.....	1	2	36	" 19, "	72	155	1 60
Seal Cove District of Trinity.....	0	2	22	Jan. 11, 1907	73	1	1 90
Glenwood, District of Twillingate.....	2	0	32	June 19, 1906	72	156	1 90
Skinner's Cove, District of Trinity.....	15	1	15	Jan. 11, 1907	73	2	5 80
Bay Roberts, District of Harbor Grace ...	1	3	2	June 19, 1906	73	3	1 60
Change Islands, District of Fogo.....	0	2	25	" 19, "	73	4	1 30
Victoria Cove, do	4	2	0	Jan. 11, 1907	73	5	2 50
Glovertown, District of Bonavista.....	18	1	0	June 19, 1906	73	6	6 70
Paradise Road, District of Harbor Main..	14	3	8	" 19, "	72	160	5 50
Lady Cove, District of Trinity	15	1	34	" 19, "	72	157	5 80
New Melbourne, do	2	1	0	" 19, "	72	158	1 90
Aspen Cove, do	7	2	34	" 19, "	72	159	3 40
Skinner's Cove, do	12	1	24	" 19, "	72	162	4 90
Seal Cove, do	0	0	26	" 19, "	72	163	1 30
Glovertown, District of Bonavista.....	7	0	16	Dec. 11, 1905	72	73	3 40
Bear Cove, District of Twillingate.....	10	2	36	Jan. 11, 1907	73	13	4 30
Valleyfield, District of Bonavista	3	1	18	June 19, 1906	65a	68	2 20
Seal Cove, District of Fogo.....	4	0	7	" 19, "	73	10	2 50
Caplin Cove, District of Bay de Verde....	5	0	0	" 19, "	73	8	2 50
Bay Roberts, District of Harbor Grace ...	0	2	19	" 19, "	73	7	1 30
Shearstown, do	3	3	20	Feb. 9, 1907	65a	67	2 20
Little Catalina, District of Trinity.....	5	2	21	June 19, 1906	73	11	2 80
Bald Nap do	12	0	0	" 19, "	73	12	4 60
Hickman's Harbor, do	19	1	18	" 19, "	73	9	7 00
Gander Bay, District of Fogo	15	3	34	" 19, "	65a	76	5 80
Tinker's Island, District of Bonavista.....	0	3	13	" 19, "	72	174	1 30
Harbor LeCou, District Burgeo & LaPoile	0	1	37	" 19, "	72	175	1 30
Mortier Bay, District of Burin	16	2	0	Feb. 9, 1907	72	164	6 10
Little Bay West, District of Fortune Bay	2	0	0	June 19, 1906	72	177	1 60
Garnish, do	5	2	20	" 19, "	72	171	2 80
Carbonear, District of Carbonear.....	0	1	33	" 19, "	65a	73	1 30
do do	3	0	20	" 19, "	72	179	1 30
Caplin Cove, District of Bay de Verde...	2	2	0	" 19, "	72	165	1 90
Lower Island Cove, do	5	1	25	" 19, "	65a	75	2 80
Beaverton, District of Fogo.....	19	1	16	" 19, "	72	173	7 00

Return of Crown Land Grants

No.	Date of Issue.	Name.	No. of Grant.
117	Mar. 14	Charles and Michael George	11053
118		William Baker	11095
119	19	William Pelley	11012
120		Hezekiah Blunden	11099
121		Thomas and Arthur May	11153
122		Edmund Hodnott	11039
123		C. Andrews, S. Parmiter and C. Rice	10971
124		Edwin W. Roberts	10836
125		Alpheus Hodnott	11043
126		John T. Snow	11104
127		Charles White,	11115
128		George Sheppard, sr.	10900
129		George Sheppard, jr.	10992
130		Isaac Sheppard	10991
131		George W. Arnott	10973
132		Owen J. Owen	10774
133		Medi Gadonne	11108
134		Joseph Gadonne	11112
135		John E. Gadonne	11105
136		Narcissus Gadonne	11106
137	23	Joseph Jeans	11120
138		Matthew Touchings	10982
139		John R. Riggs	10995
140		W. C. Fry	11055
141		Annie Anderson	11121
142		Elias Bursey	11128
143		Benjamin Collins	11129
144		Kenneth Burden	11100
145		Lewis Kates	11143
146		Colin Campbell	11117
147		Walter Brake	10964
148		Thomas Brake	11102
149		Edith Brake	10968
150		Annie Farrell	11056
151		Joseph P. Foley	11119
152		Arthur R. Hutchcroft	11038
153		William Mugford	11148
154		Ambrose D. Burt	11127
155		Elizabeth Earles	11134
156		Arthur R. Hutchcroft	11037
157		Eli Stuckless	10984
158		Obed Stuckless	10983
159	30	Alfred Clancey	11130
160		William Mugford	11149
161		John Menchenton, jr.	11154
162		George and Arthur Mercer	11151
163		Robert Hackett	11140
164		Abraham Anstey	11123
165		Peter Royal	11161
166		John Gillingham	11137
167		Henry Mercer, of James	11150
168		John R. Antle	11122
169		Aaron Porter	11158
170		Frederick M. Wells	11168
171		George A. Wells	11172
172		James Parsons and Brothers	11156
173		Mark Norris	11016
174		George Tucker	10980
175		Eli Oldford	11155

APPENDIX.

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Issued during the Year 1906-1907.

Locality.	Area.			Date of Grant.	Registry.		Amount of fee.
	A.	R.	P.		Vol.	Fol.	
Heart's Content, District of Trinity.....	2	3	18	June 15, 1906	72	172	\$1 90
Newman Cove, do	0	2	26	" 19, "	72	169	1 30
Smith's Sound, do	5	1	2	" 19, "	72	178	2 80
Hickman's Harbor, do	0	2	28	" 19, "	72	176	1 30
Twillingate N. Id., District of Twillingate	0	3	12	Feb. 9, 1907	72	170	1 30
Burnt Bay, do	0	2	1	June 19, 1906	65a	74	1 30
New Bay, do	5	1	14	" 19, "	65a	71	2 80
Sopp's Arm, do	20	0	26	Jan. 3, 1907	70	43	7 30
Burnt Bay, do	11	3	0	June 19, 1906	72	180	4 60
Norris' Arm, do	0	2	1	July 5, "	72	181	1 30
Comfort Cove, do	20	0	0	Jan. 11, 1907	72	182	7 00
Lark Harbor, District of St. George's.....	6	0	30	June 19, 1906	72	168	3 10
do do	6	3	13	" 19, "	72	167	3 10
do do	4	3	27	" 19, "	72	166	2 50
Brake's Cove, do	20	0	0	" 19, "	65a	72	7 00
Humber River, do	70	1	12	Dec. 1, 1905	70	42	22 30
Coal River, do	40	0	0	Nov. 2, 1906	70	44	13 00
do do	40	0	0	" 2, "	4	45	13 00
do do	40	0	0	" 2, "	4	46	13 00
do do	40	0	0	" 2, "	4	47	13 00
Carbonear, District of Carbonear.....	3	0	30	Jan. 11, 1907	65a	79	2 20
Pass Island, District of Fortune Bay.....	1	3	27	June 19, 1906	72	194	1 60
Grand Bank, District of Burin.....	5	2	2	" 19, "	72	193	2 80
Shearstown, District of Harbor Grace.....	5	0	22	" 19, "	72	190	2 80
Bobbett's Id., District Burgeo & LaPoile	0	2	2	Feb. 9, 1907	72	200	1 30
Old Perlican, District of Bay de Verde...	0	0	9	" 9, "	72	198	1 30
Shoal Bay, District of Bonavista	3	1	6	" 9, "	72	197	2 20
Dark Cove, do	2	1	16	June 19, 1906	72	189	1 90
Hare Bay, do	2	2	20	Feb. 9, 1907	72	195	1 90
Lark Harbor, District of St. George's.....	40	0	0	Jan. 11, "	65a	77	13 00
Humbermouth, do	1	0	29	June 19, 1906	72	188	1 60
do do	0	3	15	" 19, "	72	187	1 30
do do	0	1	32	" 19, "	72	186	1 30
Bay of Islands, do	0	1	32	" 19, "	72	185	1 30
Fortune Harbor, District of Twillingate	1	0	32	Jan. 11, 1907	65a	78	1 60
New Bay, do	9	1	25	June 19, 1906	72	192	4 00
Beaver Cove, do	0	0	16	Feb. 9, 1907	72	201	1 30
New World Island, do	3	1	8	" 9, "	72	199	2 20
Farmer's Arm, do	6	0	26	" 9, "	72	196	3 10
New Bay, do	8	3	15	June 19, 1906	72	191	3 70
do do	4	0	11	" 19, "	72	184	2 50
do do	3	3	23	" 19, "	72	183	2 20
Burnt Bay, do	5	1	30	Feb. 9, 1907	73	31	2 80
Beaver Cove, do	1	1	28	" 9, "	73	19	1 60
Norris' Arm, do	16	0	0	" 9, "	73	16	5 80
Boyd's Cove, do	8	2	30	" 9, "	73	17	3 70
Pilley's Island, do	2	3	0	" 9, "	65a	82	1 90
Saviour's Island, do	5	3	12	" 9, "	65a	81	2 80
Job's Cove, District of Bay de Verde.....	0	2	14	" 9, "	73	14	1 30
Ochre Pit Cove, do	2	0	0	" 9, "	73	30	1 60
Shearstown, District of Harbor Grace.....	2	2	0	" 9, "	73	18	1 90
Victoria Village, District of Carbonear...	6	3	28	" 9, "	65a	80	3 10
Change Islands, District of Fogo	0	2	27	" 9, "	73	26	1 30
Baie Verte, District of St. Barbe	17	3	21	" 9, "	73	25	6 40
Bay of Islands, District of St. George.....	5	2	4	" 9, "	73	24	2 80
Shoal Bay, District of Bonavista	5	0	2	" 9, "	73	27	2 80
Pound Cove, do	3	0	21	June 19, 1906	73	21	2 20
Tinker's Island, do	1	1	13	Feb. 9, 1907	73	20	1 60
Squid Tickle, do	5	2	32	" 9, "	73	15	2 80

Return of Crown Land Grants

No.	Date of Issue.	Name.	No. of Grant.
176	Mar. 30	F. M. Groves	11139
177		William Gallant.....	11138
178		Charles White	11171
179		John R. White	11174
180		Charles A. White.....	11170
181		Samuel Westcott	11169
182		John White, of John	11167
183		Jabez King	11144
184		John Lilly.....	11145
185		William Herrett.....	11141
186		Martin Ford	11130
187		Henry Vivian.....	11166
188		W. J. White and others	11173
189		William C. Earle.....	11133
190		Esau Parsons.....	11159
191		E. and J. Sparks	11163
192		Andrew Stride	11165
193		Robert Elliott.....	11132
194		Jacob Manuel.....	11152
195		Frederick Somerton	11164
196		Moses Parsons	11160
197		Joseph Pelley.....	11013
198	April 5	Joseph Au Coin	11107
199		Elijah Allez	10974
200		Thomas Gillis.....	10793
201		Ed. J. Hardy.....	11040
202		Thomas Corbin.....	11131
203		Alfred Retief.....	10998
204		Josiah Loveless	11146
205		Edwin E. Bulley	11124
206		James Martin.....	11147
207		Beniah Short.....	11162
208		A. Pelley and Jane E. Palmer.....	11010
209		W. J. Hiscock.....	11142
210		J. T. Peddle	11157
211	26	Joseph Steele	10704
212	28	Nfld. Pine and Pulp Co., Ltd	49
213	May 10	Victor Au Coin.....	11111
214	25	William Grandy	11054
215	31	Diocesan Synod	11071
216		Do	11072
217		Do	11068
218		Do	11067
219		Do	11070
220	June 3	Joseph J. Pearce	11007
221	5	O. T. Hodgson	10231
222	7	Josiah Rodgers	9309
223	11	Patrick Barry.....	11126
224	17	John, Wm. and Thos. Cooper.....	11364
225		Julia Penney	11419
226	18	Thomas and George Keefe.....	11385
227	20	Paul Revert.....	11409
228	21	Bartholomew Hussey.....	1183
229		Mary Pardy.....	11405
230		John Northcott	11306

Issued during the Year 1906-1907.

Locality.	Acre.			Date of Grant.	Registry.		Amount of Fee.
	A.	R.	P.		Vol.	Foi.	
Goose Bay, District of Labrador	5	0	0	Feb. 9, 1907	73	28	\$2 50
Coal River, District of St. George.....	7	3	23	" 9, "	73	29	3 40
do do	7	1	6	" 9, "	73	23	3 40
do do	10	3	14	" 9, "	73	22	4 30
do do	18	1	0	" 9, "	73	48	6 70
Victoria Village, District of Carbonear ...	3	0	0	" 9, "	73	32	1 90
Lower Id. Cove, District of Bay de Verde	3	1	31	" 9, "	73	33	2 20
Mulley's Cove, do	0	3	32	" 9, "	73	41	1 30
Pushthrough, District of Fortune Bay.....	1	2	12	" 9, "	73	36	1 60
Dawson's Cove, do	3	2	35	" 9, "	73	42	2 20
Loo Cove, District of Bonavista	2	2	22	" 9, "	73	37	1 90
Shambler's Cove, do	1	0	0	" 9, "	73	39	1 30
Loo Cove, do	2	3	0	" 9, "	73	47	1 90
Shearstown, District of Harbor Grace.....	2	3	10	" 9, "	73	43	1 90
do do	7	0	32	" 9, "	73	40	3 40
Bay Roberts, do	1	3	7	" 9, "	73	35	1 60
Mason's Cove, District of Twillingate...	5	0	13	" 9, "	73	34	2 80
Burnt Arm do	2	3	20	" 9, "	73	38	1 90
Cottel's Cove, do	9	2	14	" 9, "	73	45	4 00
Catalina, District of Trinity	12	2	39	" 9, "	73	49	4 90
New Harbor, do	4	3	37	" 9, "	73	46	2 50
Hickman's Har., do	3	0	7	June 19, 1906	73	44	2 20
Coal River, District of St. George	40	0	0	Nov. 2, "	70	49	13 00
Crabb's River, do	61	2	0	June 19, "	70	50	19 60
Highlands, do	30	0	0	Dec. 11, 1905	70	51	10 00
Codroy River, do	107	0	0	June 19, 1906	70	52	33 10
Corner Brook, do	12	2	13	Feb. 9, 1907	65a	83	4 90
Three Rock Cove, do	37	2	9	June 19, 1906	70	48	12 40
Seal Cove, District of Fortune Bay.....	2	1	0	Feb. 9, 1907	73	52	1 90
Pass Island do	1	0	7	" 9, "	73	53	1 60
Deer Harbor, District of Trinity.....	6	1	4	" 9, "	65a	85	3 10
Pilley's Island, District of Twillingate.....	9	3	37	" 9, "	73	51	4 00
Lockyer's Bay, District of Bonavista.....	29	2	0	June 19, 1906	70	53	10 00
Victoria Village, District of Carbonear...	1	1	36	Feb. 9, 1907	65a	84	1 60
Mosquito do	10	1	35	" 9, "	73	50	4 30
Burgoyne's Cove, District of Trinity.....	23	0	0	Aug. 19, 1905	70	57	7 90
Bishop's Falls, District of Twillingate.....	3954	0	0	April 26, 1907	2	49	4000 00
Coal River, District of St. George.....	40	0	0	Nov. 2, 1906	70	54	13 00
Garnish, District of Fortune	3	0	22	June 19, 1906	65a	95	2 20
Burgoyne's Cove, District of Trinity.....	5	2	16	" 19, "	65a	90	1 00
White Rock, do	10	3	0	" 19, "	65a	89	1 00
Harbor Breton, District of Fortune Bay	1	0	28	" 19, "	65a	88	1 00
Hermitage Cove, do	0	0	28	" 19, "	65a	87	1 00
Quirpon, District of St. Barbe	2	0	19	" 19, "	65a	91	1 00
Twillingate, District of Twillingate.....	13	2	15	" 19, "	65a	94	5 20
Grand Pond, District of St. George.....	10	0	0	April 2, 1904	66	109	4 00
Exploits, District of Twillingate	10	2	36	" 23, 1902	64a	94	4 30
Coal River, District of St. George	8	1	6	Feb. 9, 1907	65a	92	2 70
Upper Rocky Brook, District of Trinity	19	0	0	June 7, 1907	65a	96	6 70
Military Rd., District of St. John's East	0	0	19	" 11, "	65a	98	1 25
Shearstown, District of Harbor Grace.....	6	1	11	" 7, "	65a	100	3 10
Crouse, District of St. Barbe.....	2	0	0	" 7, "	65a	101	1 60
Otterbury, District of Port de Grave	2	3	20	" 7, "	65a	102	1 90
Little Burnt Bay, District of Twillingate	5	2	34	" 7, "	65a	103	2 80
Harbor Grace, District of Harbor Grace..	3	2	9	" 7, "	65a	104	2 20
	6265	2	15				4931 95

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

Return of Licenses to cut Timber

Date.	Name.
Jan. 11, 1907	William J. Ellis.....
" 11, "	R. K. Bishop, C. F. Taylor and W. E. Bearnès.....
" 11, "	Hon. R. K. Bishop.....
Feb. 20, "	J. L. Jennison.....
" 20, "	Joseph Curran.....
" 20, "	Do.....
" 20, "	Do.....

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1907.

Issued during the Year.

Locality.	Area. Sq. Miles.	Annual Rental.	Bonus.
Terra Nova River.....	238	\$476 00	\$176 00
Do	131	262 00	262 00
New Bay.....	16½	33 00	33 00
Hawke's Bay.....	40	80 00	80 00
Home Pond	70	140 00	140 00
Seal Bay	40	80 00	80 00
Twelve Mile Pond.....	40	80 00	80 00
	575½	\$1151 00	\$1151 00

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

Return of Mining Licenses Issued

Date.	Registry.		Name.
	Vol.	Fol.	
1906.			
July 2	16	188	Michael L. Parrell and Cyril W. G. Tessier
16	16	189	Do Do
Aug. 6	16	190	Charles Smith
July 9	16	191	Cyril W. G. Tessier and Michael L. Parrell
9	16	192	John F. Bowdritch and Wm. Campbell
9	16	193	Do Do
14	16	194	Wm. Wyatt, C. R. Thompson, A. Lindsay and J. S. Tait
18	16	195	Fredk. Knight, Wm. Wyatt, Wm. Campbell, Chas. Hutchings, Archibald Lindsay and Arthur Donnelly
20	16	196	Cyril W. G. Tessier
21	16	197	Edwin Mews
23	16	198	John J. St. John and George Jennings
23	16	199	Cyril W. G. Tessier, Wm. G. Pippy and H. Courtenay
23	16	200	Do Do Do
26	16	201	Thomas Bennett
28	16	202	S. H., J. C. and Edward Parsons
30	16	203	A. A. Delgado, Eli Tilley, Able Adams and J. G. Hoskins
30	16	204	Wm. Campbell
31	16	205	Chas. H. Hewitt
31	16	206	Do
Aug. 3	16	207	Wm. Mitchell, Hy. T. Butt and Wm. March
4	16	208	S. H., J. C. and Edward Parsons
6	16	209	Herbert LeMessurier
6	16	210	Robt. Brentnall, H. D. Archibald, S. Downer and B. Butt
6	16	211	Edward Parsons and Levi Frost
11	16	212	John W. Aitken
13	16	213	Harry C. Thompson
14	16	214	Richard White
15	16	215	Ed. Parsons, Levi Frost and Archibald Lindsay
16	16	216	Joseph P. Ryan
16	16	217	Do
15	16	218	Do
Oct. 2	16	219	James H. Carter
Aug. 17	16	220	Wm. E. Bearnnes
Sept. 5	16	223	Do
Aug. 24	16	224	John Browning and John Bouzan
Sept. 5	16	225	Wm. Wyatt
Aug. 31	16	226	J. Sinclair Tait
28	16	227	Archibald Lindsay and Wm. Campbell
21	16	228	A. H. and Wm. J. Martin
24	16	229	Wm. Campbell, Jas., Tobin and Samuel Peet
28	16	230	Robt. B. Job and Hon. John Farvey
Sept. 1	16	231	Frederick Moore
3	16	232	Chas. R. Thompson
12	16	233	Wm. H. McRobert
12	16	234	Do
12	16	235	Do
12	16	236	Do
12	16	237	Do
12	16	238	Do
12	16	239	Do
17	16	240	H. T. Morrissey and Wm. Campbell
6	16	241	J. Sinclair Tait
8	16	242	John W. Aitken
8	16	243	The Reid Newfoundland Company
10	16	244	Annie Oxley
10	16	245	Wm. Mitchell, Hy T. Butt and Wm. March
10	16	246	John J. Muleahy
11	16	247	Wm. Cook
Nov. 3	16	248	Edward J. Sheldon

During the Year 1906 and 1907.

Residence.	Fee.	Locality.	Remarks.
St. John's.....	\$10 00	Cape Rouge Harbor, District St. Barbe.....	
St. John's.....	10 00	Goose Cove, Hare Bay, District St. Barbe.....	
St. John's.....	50 00	Little Cat Arm, District St. Barbe.....	
St. John's.....	10 00	How Harbour, Hare Bay, District St. Barbe....	
St. John's.....	20 00	Headwaters, Gander River, inland B. D'Espoir	
St. John's.....	20 00	Joe Paul's Steady, Gander B., incl'd B. D'Espoir	
St. John's.....	20 00	Amelia Cove, St. Lunaire's Bay, Dis. St. Barbe.	
St. John's.....	10 00	Pitt Sound Island, Bonavista Bay.....	
St. John's.....	10 00	Conche, District of St. Barbe.....	
Dog Bay, District Fogo...	10 00	Furriers Island, Notre Dame Bay.....	
St. John's.....	10 00	Otterbury, District Bay de Verde.....	
St. John's.....	30 00	Job's Cove, District Bay de Verde.....	
St. John's.....	10 00	Western Bay, District of Bay de Verde.....	
St. John's.....	10 00	N.W. Arm, Clode Sound, Bonavista Bay.....	
St. John's.....	20 00	Green Point and Red Cliffs, Dis. Bay de Verde	
St. John's.....	10 00	Bateaux Cove, N. W. Arm, Pacquet Harbour...	
St. John's.....	10 00	Western Bay, District Bay de Verde.....	
Boston, Mass., U.S.A.....	10 00	Hammer Cove, Sandwich Bay, Labrador.....	
Boston, Mass., U.S.A.....	10 00	Stag Island, near Boulter Rock, Labrador.....	
Placentia Bay.....	10 00	Hollett's Cove, Placentia Bay.....	
St. John's.....	10 00	Inland Ochre Pit Cove, District Bay de Verde..	
St. John's.....	30 00	Seldom-Come-By, Fogo Island.....	
Gambo, B.B.....	10 00	Cat Bay, Freshwater Bay, Bonavista Bay.....	
Harbor Grace.....	10 00	Inland Red Head, District Bay de Verde.....	
Botwoodville.....	30 00	Fleury's Bight, Notre Dame Bay.....	
London, England.....	10 00	Nepoktulegatsuk Island, Labrador.....	
St. John's.....	30 00	Goose Cove Peninsula, District St. Barbe.....	
Hr. Grace and St. John's	20 00	Dick's Pinch, District Bay de Verde.....	
St. John's.....	10 00	Inland Foxtrap, Conception Bay.....	
St. John's.....	10 00	Inland Foxtrap, Conception Bay.....	
St. John's.....	50 00	Inland Foxtrap, Conception Bay.....	
Ferryland.....	20 00	Southern Bear Cove, District Ferryland.....	
St. John's.....	10 00	Inland Colliers, Conception Bay.....	
St. John's.....	20 00	Inland Lewis Brook, Port au Port Bay.....	
St. John's, L. Bay, N.D.B	20 00	Little Bay, Notre Dame Bay.....	
St. John's.....	10 00	Holyrood Pond, St. Mary's Bay.....	
St. John's.....	30 00	Strong's Island, New Bay.....	
St. John's.....	10 00	Southern Gooseberry Island, Bonavista Bay....	
St. John's.....	60 00	Broad Cove, Conception Bay.....	
St. John's.....	10 00	Small Point, District Bay de Verde.....	
St. John's.....	30 00	Baie Verte, District St. Barbe.....	
St. John's.....	10 00	St. Lunaire Bay, District St. Barbe.....	
St. John's.....	13 00	Crocker's Cove, District Bay de Verde.....	
Halifax, Nova Scotia.....	10 00	Bay LeMoine Neck.....	
Halifax, Nova Scotia.....	10 00	Red House, Bay LeMoine.....	
Halifax, Nova Scotia.....	30 00	Rose Blanche.....	
Halifax, Nova Scotia.....	30 00	Bay LeMoine, District Burgeo and LaPoile....	
Halifax, Nova Scotia.....	30 00	Garia Bay, District Burgeo and LaPoile.....	
Halifax, Nova Scotia.....	10 00	Seal Hole or Selou, Dis. Burgeo and LaPoile....	
Halifax, Nova Scotia.....	40 00	Rose Blanche, District Burgeo and LaPoile.....	
St. John's.....	10 00	Dog Pond, inland Fox Trap, Conception Bay...	
St. John's.....	10 00	Inland Rabbitt's Arm, Notre Dame Bay.....	
Botwoodville.....	20 00	Fleury Bight, New Bay, Notre Dame Bay.....	
St. John's.....	10 00	Sander's Cove, South Arm, Notre Dame Bay...	
St. John's.....	10 00	Indian Pond, Conception Bay.....	
Sound Island, Pl. Bay...	10 00	Hickey's Pond, Placentia Bay.....	
St. John's.....	20 00	Lewis Brook, inland Port au Port Bay.....	
St. John's.....	20 00	Inland Indian Cove, Seal Bay, Notre Dame Bay	
Boston, Mass., U.S.A.....	10 00	Little Bay Head, Notre Dame Bay.....	

Return of Mining Licenses Issued

Date.	Registry.		Name.
	Vol.	Fol.	
1906.			
Oct. 31	16	249	Archibald Lindsay
Sept. 6	16	250	John J. St. John
18	16	251	Philip Reid
Nov. 2	16	252	Archibald Lindsay
7	16	253	Right Rev. Monsignor Veitch
20	16	254	Archibald Lindsay
26	16	255	Do
1	16	256	Samuel Logan Johnston
1	16	257	John H. G. Riley
Dec. 11	16	258	John Bright Walters
Nov. 16	16	259	Frederick W. Knight
26	16	260	Do
26	16	261	Do
27	16	262	Do
Sept 26	16	263	Francis H. Viguers
28	16	264	Donald Morison
29	16	265	Chas. R. Thomson and Wm. Cook
Oct. 1	16	266	Daniel H. McDougall
1	16	267	Andrew Keough
Sept. 28	16	268	Donald Morison
28	16	269	Do
18	16	270	E. W. Roberts and John Bouzan
26	16	271	Chas. R. Thomson
21	16	272	John W. Aitken
Oct. 13	16	273	A. A. Delgado, J. G. Walsh, Jas. Rendell, Abel Adams & J. G. Hoskins
Dec. 1	16	274	Jas. Rendell
Oct. 2	16	275	George Hodder
2	16	276	Hannah Corner
2	16	277	Cornelius P. Eagan
6	16	278	Geo. Hodder, sr. and jr., Robt. Samson and Samuel Keefe
8	16	279	Jas P. Crotty and Thomas Smyth
9	16	280	Charles R. Thomson
17	17	1	Benjamin C. Bailey
17	17	2	Wm. Cook
19	17	3	Alex. H Bown
20	17	4	J. Sinclair Tait
19	17	5	Alex. H. Bown
20	17	6	George J. Keough
24	17	7	Annie Oxley
24	17	8	Alex. H. Bown
25	17	9	Wm. Campbell
25	17	10	Geo. Hodder
26	17	11	Geo. W. Bartlett
26	17	12	Jas. Rendell
30	17	13	Robert B. Job
31	17	14	Wm Lockyer
Nov. 2	17	15	Geo Roberts
2	17	16	Wm. Campbell
3	17	17-18	The Nova Scotia Steel and Coal Co., Ltd
8	17	19	Donald Morison
23	17	20	Wm. Campbell
10	17	21	Charles F. Taylor
12	17	22	The Nova Scotia Steel and Coal Co., Lt
12	17	23	Do
15	17	24	Arthur Parsons
19	17	25	Do
26	17	26	Frank LeMee
22	17	27	Jas. W. Grant
22	17	28	Do
22	17	29	A. H. and W. J. Martin

During the Year 1906 and 1907.

Residence.	Fee.	Locality.	Remarks.
St. John's.....	\$10 00	Inland Red Head Cove, District Bay de Verde..	
St. John's.....	70 00	Inland Snow's Pond, inland Clarke's Beach, C.B	
LaPoile.....	10 00	Round Harbour, LaPoile Bay	
St. John's.....	10 00	Inland Red Head Cove, District Bay de Verde..	
Conception Harbor.....	20 00	Salmon Cove, Conception Bay.....	
St. John's.....	10 00	Inland Red Head Cove, District Bay de Verde..	
St. John's.....	10 00	Tickle Bay, Trinity Bay	
St. John's.....	60 00	Between Serpentine River and York Harbour ..	
London, England	600 00	Between Serpentine River and York Harbour ..	
Philadelphia, U.S.A.....	20 00	Grandy Sound, District of Burgeo and LaPoile..	
St. John's.....	10 00	"Under Water Pitt," Sound Isl'd, Bonavista B..	
St. John's.....	10 00	"Under Water Pitt," St Julien's Dis. St. Barbe	
St. John's.....	10 00	"Under Water Pitt," Ming's Bt., Dis. St. Barbe	
St. John's.....	10 00	St Julien's Is'and, District St. Barbe.....	
St. John's.....	10 00	Rowsell's Cove, New Bay, Notre Dame Bay.....	
St. John's.....	10 00	Pot Cove, Hamilton Inlet, Labrador	
St. John's.....	20 00	Cing Cerf Brook, District Burgeo and LaPoile..	
Bell Island, C.B.....	50 00	"Under Water," N. from Bell I., Conception B	
Caplin B., Dis. Ferry'nd	10 00	Church Cove, Cape Broyle Harbour.....	
St. John's.....	20 00	N. Side Humber River, Bay of Islands	
St. John's.....	20 00	S. Side Humber River, Bay of Islands	
St. John's.....	10 00	Inland Rowsell Harbour, Labrador.....	
St. John's.....	10 00	Great Goose Harbour, District St. Barbe	
Botwoodville	20 00	Little Seldom-Come-By	
St. John's.....	30 00	Davies Pond inland, Little Bay, N. D. Bay.....	
St. John's.....	10 00	Bauline, District St. John's East.....	
Twillingate	10 00	Near Chance Hr., W. New World Island.....	
Stevenville Crossing	40 00	Coal River, Stevenville, District St. George	
St. John's.....	10 00	Bridget Cove, New World Island, N. D. Bay ...	
Twillingate.....	10 00	Little Indian Cove, New World Island, N. D. B.	
St. John's.....	20 00	N. of Dog Pond, inland Foxtrap, Conception B.	
St. John's.....	20 00	St. Julien's Harbour, District St. Barbe.....	
Nipper's Harbour	10 00	Nippers Islands, Notre Dame Bay.....	
St. John's.....	20 00	Little Bay Head, Notre Dame Bay	
St. John's.....	10 00	Topsail Head, Conception Bay	
St. John's.....	10 00	Crescent Lake, inland Rabbitt's Arm, N.D. Bay	
St. John's.....	20 00	Inland Kelligrews, Conception Bay	
St. John's	10 00	Cape Charles, Labrador	
St. John's.....	10 00	Seal Cove, District Harbour Main.....	
St. John's.....	20 00	Inland Seal Cove, District Harbor Main.....	
St. John's.....	10 00	Between Foxtrap and Kelligrews, Dis. Hr. Main	
Twillingate	10 00	E. Chance Harbour, New World Island	
Brigus.....	60 00	Sandwich Bay, Labrador	
St. John's	10 00	White Hills, District St. John's East.....	
St. John's.....	60 00	Inland Ming's Bight, District St. Barbe	
Grates Cove.....	30 00	Red Head Cove, District Bay de Verde.....	
Twillingate	10 00	Lawrence Harbour, Bay of Exploits	
St. John's.....	10 00	Inland Red Head Cove.....	
New Glasgow, N.S	80 00	"Under Water," N. from Bell I., Conception B.	2 Licenses.
St. John's.....	10 00	Oil Island, Notre Dame Bay.....	
St. John's.....	10 00	Seal Cove, District Bay de Verde.....	
St. John's.....	10 00	Gull Island, Badger Bay, Notre Dame Bay	
New Glasgow, N.S.....	10 00	"Under Water," N. from Bell I., Conception B.	
New Glasgow, N.S.....	10 00	"Under Water," N. from Bell I., Conception B.	
Carbonear	10 00	Inland Goose Cove, District St. Barbe.....	
Carbonear	10 00	Inland Goose Cove, District St. Barbe.....	
St. John's.....	10 00	Lobster Harbour, District St. Barbe.....	
St. John's.....	10 00	Grady Island, Labrador	
St. John's.....	10 00	Paradise Main River, Labrador	
St. John's.....	40 00	Inland Horse Cove, District Harbor Main.....	

Return of Mining Licenses Issued

Date.	Registry.		Name.
	Vol.	Fol.	
1906.			
Nov. 20	17	30	Charles F. Taylor.....
23	17	31	Frank Morris.....
23	17	32	Edward Morris.....
1907.			
Jan. 25	17	33	John Baxter.....
29	17	34	Shurmer Sibthorpe.....
29	17	35	Do.....
31	17	36	Do.....
1906.			
Dec. 1	17	37	Hugh H. and Nutting S. Fraser.....
3	17	38	Wm. E. Bearnnes.....
4	17	39	Frederick Martin.....
11	17	40	John J. Oxley.....
15	17	41	Wm. A. Mackay.....
13	17	42	Samuel Ruby.....
19	17	43	Jonas Newhook.....
19	17	44	Robt. G. Rendell.....
19	17	45	Henry G. Voisey.....
20	17	46	Alexander H. Bown.....
21	17	47	Jonathan Noseworthy.....
22	17	48	Alfred Preston.....
22	17	49	Do.....
26	17	50	Bernard McGrath.....
28	17	51	Chas. F. Taylor.....
1907.			
Jan. 11	17	52	Thomas J. Freeman.....
22	17	53	Richard White.....
3	17	54	Wm. G. Pushie and Chas. T. Dixon.....
5	17	55	Wm. Campbell.....
7	17	56	J. Sinclair Tait.....
9	17	57	Jas. Rendell.....
21	17	58	John A. Jessoe.....
16	17	59	Alan C. Knight.....
17	17	60	The Tilt Cove Copper Co., Ltd.....
22	17	61	Samuel J. Foote.....
22	17	62	Do.....
23	17	63	Samuel Ruby and Samuel H. Peet.....
25	17	64	Michael Connolly and James Norris.....
28	17	65	John J. Oxley.....
29	17	66	Thomas J. Freeman.....
30	17	67	Otto Emerson.....
30	17	68	Do.....
30	17	69	Wm. Cook.....
30	17	70	Wm. Cook and John R. Stewart.....
Feb. 1	17	71	John J. Oxley.....
2	17	72	Wm. D. Reid.....
19	17	73	H. J. Brownrigg, M. L. Parrell and Thos. J. Freeman.....
19	17	74	Wm. Campbell.....
21	17	75	Wm. J. Ellis and Thomas J. Freeman.....
21	17	76	John Walsh and Thomas Wells.....
25	17	77	Charles F. Taylor.....
1906.			
June 18	17	78	Robert B. Job.....
1907.			
Feb. 27	17	79	Cyril W. G. Tessier.....

APPENDIX.

During the Year 1906 and 1907.

Residence.	Fee.	Locality.	Remarks.
St. John's.....	\$10 00	Great Brehat Bay, District St. Barbe.....	
St. John's.....	10 00	Inland Harbour Main, C. B.	
Three Arms, N. D. Bay.	10 00	Stuckless Cove, White Bay	
St. John's.....	40 00	Stock Cove, Bonavista Bay.....	
London, England	20 00	"Under Water," Western B., Dis. Bay de Verde	
London, England	10 00	Inland Stock Cove, Bonavista Bay.....	
London, England.....	20 00	"Under Water," Burnt Pt., Dis. Bay de Verde.	
St. John's.....	10 00	Cann Island, Notre Dame Bay.....	
St. John's.....	10 00	Stag Islands, Notre Dame Bay.....	
Harbour Grace	10 00	White Bear Bay, Labrador	
St. John's.....	10 00	Inland Fox Trap, Conception Bay	
Sydney, Nova Scotia.....	30 00	Inland Baie Verte, District St. Barbe	
St. John's	10 00	Inland Upper Gullies, Conception Bay	
North West Arm. G. Bay	20 00	W. of Davies Pond, inland L. Bay, N. D. Bay..	
St. John's	20 00	Round Head Island, District St. Barbe.....	
St. John's.....	10 00	Bamburry's Pinch, Dis. Bay de Verde.....	
St. John's.....	10 00	Broom Cove, District Bay de Verde.....	
St. John's.....	10 00	N. W. Arm, Alexander Bay, Bonavista Bay	
Exploits	20 00	Fleur de Lys, District St. Barbe	
Exploits	10 00	Fleur de Lys, District of St. Barbe.....	
St. John's.....	10 00	Keels, Bonavista Bay	
St. John's.....	10 00	St. Carl's, District St. Barbe	
St. John's.....	20 00	Manuel's River, District Harbour Main	
St. John's.....	10 00	"Under Water," Burnt Island, Twillingate	
St. John's.....	20 00	Inland Baie Verte, District St. Barbe.....	
St. John's.....	10 00	Seal Cove, District Bay de Verde	
St. John's.....	10 00	Seal Islands, District St. Barbe.....	
St. John's.....	10 00	North of Quidi Vidi, District of St. John's East	
Port aux Port	20 00	Inland Broad Cove, Port au Port Bay	
St. John's.....	20 00	Inland Betts Cove, Notre Dame Bay	
Tilt Cove	20 90	Long Pond, near Tilt Cove, Notre Dame Bay ...	
St. John's.....	10 00	Between Beaver Cove and Gt. Caplin C., N. D. B.	
St. John's.....	20 00	"Under Water," B. Cove and G. Cpn. C., N. D. B.	
St. John's.....	10 00	Shoal Bay, District of Ferryland.....	
St. John's.....	20 00	Hardy Harbour, District of St. Barbe	
St. John's.....	10 00	Inland Kelligrews, Conception Bay.....	
St. John's.....	20 00	Burnt Point, District Bay de Verde.....	
St. John's.....	40 00	Inland Snook's Arm, District Twillingate	
St. John's.....	10 00	Inland N. Snook's Arm, District Twillingate ...	
St. John's.....	20 00	Moreton's Hr., New World Island, N. D. Bay ..	
St. John's & Lit. B., N. D. B	40 00	Bear Cove, Western Arm, Green B., N. D. Bay..	
St. John's.....	50 00	Inland Kelligrews, Conception Bay	
St. John's.....	10 00	Near Briggs Junction	
St. John's.....	10 00	St. John Island, St. John Bay, Dis. St. Barbe...	
St. John's.....	10 00	Dixon's Hill and Verran's Hill, Placentia	
St. John's.....	10 00	St. John Island, St. John Bay	
Little Bay, N. D. Bay ...	10 00	Inland Bob's Head, Hall's Bay	
St. John's.....	60 00	Hall's Bay, N. D. Bay.....	
St. John's.....	180 00	Fox Island River, District St. George.....	
St. John's.....	10 00	Tommy Toucher's Cove, District St. George.....	

Return of Mining Licenses Issued

Date.	Registry.		Name.
	Vol.	Fol.	
1907.			
Mar. 2	17	80	Sydney Woods.....
2	17	81	Thomas J. Freeman and Wm. H. Moulton.....
2	17	82	Walter Clouston.....
5	17	83	Charles O'Neil Conroy and James R. Hayes.....
5	17	84	Do Do.....
8	17	85	E. Doyle, T. E. Wells, B. T. Boyles, Wm. Baird and F. M. Wells.....
9	17	86	Emma Doyle.....
12	17	87	Robert B. Job.....
June 4	17	88	Abram L. Smith.....
Mar. 1	17	89	John C. Hepburn.....
April 3	17	90	Thos. E. Wells, Ed. Doyle, Wm. Baird, B. T. Boyles and F. M. Wells
5	17	91	Wm. Churchill, F. J. Morris, John Anderson and Sml. A. Churchill...
5	17	91	Richard Roach and Wm. Clements.....
6	17	92	John Cowan.....
June 6	17	93	Edward Doyle.....
April 13	17	94	Wm. F. Horwood and R. F. Horwood.....
13	17	95	Do Do.....
18	17	96	Wm. Bruce and Nathaniel Butt.....
19	17	97	Chas. R. Thomson.....
20	17	98	Jas. M. Andrews, J. W. Aitken, Geo. & Hy Andrews, A. Shirran & P. Mitchell.....
25	17	99	Thomas Kelly.....
June 6	17	100	Wm. A. Mackay.....
April 26	17	101	S. J. Blackler and James Bower.....
24	17	102	Thomas Hanrahan and James McCormack.....
24	17	103	Bernard McGrath.....
27	17	104	Wm. Bearnnes and Michael L. Parrell.....
May 13	17	105	Rev. Herbert Feaver.....
June 15	17	106	Charles Smith.....
May 1	17	107	George Roberts.....
1	17	108	Do.....
11	17	109	W. E. Bearnnes, M. L. Parrell and Abel Adams.....
27	17	110	Cyril W. G. Tessier.....
30	17	111	Wm. Campbell and H. L. R. Tessier.....
13	17	112	W. E. Bearnnes, A. A. Delgado, Abel Adams and M. L. Parrell.....
14	17	113	John A. Robinson.....
15	17	114	Robt. Boyd, jr.....
16	17	115	W. E. Bearnnes, W. Campbell, A. A. Delgado, A. Adams & M. L. Parrell
21	17	116	George Hodder.....
21	17	117	C. R. Thomson, Wm. Campbell, Wm. Cook and M. L. Parrell.....
25	17	118	A. A. Delgado, Abel Adams and M. L. Parrell.....
28	17	121	C. R. Thomson, Wm. Cook, J. J. Murphy and M. L. Parrell.....
1906.			
Oct. 18	17	123	J. Sinclair Tait.....
1907.			
May 30	17	124	R. D. Walsh, Patrick Burke, James Norris and Robert Young.....
30	17	125	Wm. J. Ellis and Patrick T. McGrath.....
June 3	17	126	Wm. Campbell.....
3	17	127	Wm. Campbell and Thomas French.....
3	17	128	Bernard McGrath.....
4	17	129	Francis H. Vigeurs.....
15	17	130	C. P. Eagan and Michael LeMee.....
5	17	132	Thomas Routledge.....
5	17	133	John J. St. John.....
5	17	134	A. A. Delgado, Abel Adams, C. R. Thomson, C. W. H. Tessier, Wm. Campbell and M. L. Parrell.....
6	17	135	Charles F. Taylor and Thomas Routledge.....

During the Year 1906 and 1907.

Residence.	Fee.	Locality.	Remarks.
St. John's.....	\$20 00	Near Scaffold Hill, Headwaters Gander River ..	
St. John's ..	10 00	St. John Island, St. John Bay, Dis. St. Barbe...	
St. John's.....	30 00	E. of Scaffold Hill, Headwaters Gander River ..	
St. John's & St. George's	40 00	Inland Flat Bay Brook, Bay St. George	
St. John's & St. George's	40 00	Inland Flat Bay Brook, Bay St. George	
St. John's & Lit. B., N. D. B.	30 00	Island Rock Cove, Hall's Bay, N. D. Bay	
St. John's.....	10 00	North Side Hall's Bay, Notre Dame Bay	
St. John's.....	140 00	Child's Brook, Headwaters Gander River	
St. John's.....	20 00	Rabbitt's Arm, Notre Dame Bay.....	
St. John's.....	10 00	Inland S. Cinq Cerf Brook, Dis. B. and LaPoile	
Little Bay, N. D. Bay.....	10 00	Inland Southern Arm, Notre Dame Bay.....	
St. John's.....			
Topsail & Bell Isl'd, C.B.	40 00	Bell Island, Conception Bay.....	
St. John's.....	10 00	Long Pond, Conception Bay.....	
St. John's.....	50 00	Inland Mings Bight, District St. Barbe.....	
St. John's.....	10 00	Bailey's Cove, Trinity Bay	
St. John's.....	10 00	Keel's, Bonavista Bay.....	
St. George's ..	10 00	Bet'n Trainvain & Wreck House Brook, D. St. G	
St. John's.....	10 00	Thomson Island, Parson's Pond, Dis. St. Barbe	
Notre Dame Bay	10 00	Fleury Bight, New Bay Head, N. D. Bay.....	
St. John's	40 00	Inland S. Foxtrap, Conception Bay	
St. John's.....	20 00	Lakeman Island, Bonavista Bay	
Nipper's Hr., N.D. Bay..	10 00	Walsh's Cove, Notre Dame Bay.....	
Harbour Grace.....	10 00	Ocean Pond, inland Southward Bay, Bona Bay	
St. John's.....	20 00	Ocean Pond, inland Southward Bay, Bona. Bay	
St. John's.....	10 00	North of Goose Cove, District St. Barbe	
Glace Bay, Cape Breton..	10 00	Inland S. from Baie Verte, District St. Barbe...	
St. John's.....	20 00	Orange Bay, District St. Barbe.....	
Twillingate	10 00	Gouffre, or Wild Cove, District St. Barbe.....	
Twillingate	10 00	"Under Water," Green Cove & Green Id, Lab.	
St. John's.....	10 00	Fleur de Lys Harbour, District St. Barbe.....	
St. John's.....	60 00	Joe Paul's Steady, Headwater Gander River.....	
St. John's.....	40 00	Joe Paul's Steady, Headwater Gander River ...	
St. John's.....	10 00	Cape Crapaud, N. of Fleur de Lys, D. St. Barbe	
St. John's.....	20 00	Shalloway Cove, Cottel's Island, Bonavista Bay	
Tizzard's Hr., N.D. Bay.	10 00	"Toad Asses," New World Island, N. D. Bay ..	
St. John's.....	10 00	Fleur de Lys, District St. Barbe.....	
Twillingate	10 00	Chance Harbour West, New World Island.....	
St. John's.....	10 00	Fleur de Lys Harbour.....	
St. John's.....	10 00	Inland Long Pond, District Harbour Main.....	
St. John's.....	10 00	Inland Manuels, District Harbour Main	
St. John's.....	20 00	Mouse Cove, South Arm, New Bay, N. D. Bay..	
Little Bay, N. D. Bay.....	20 00	Deer Pond, inland Little Bay. N. D. Bay.....	
St. John's.....	10 00	Little Bay, Notre Dame Bay.....	
St. John's.....	20 00	Ochre Pit Cove. District Bay de Verde	
St. John's.....	20 00	Chapel Island, Notre Dame Bay	
St. John's.....	10 00	Ocean Pond, inland Southward B., Bona. Bay..	
St. John's	10 00	Marble Head, W. of Fortune Hr., N. D. Bay.....	
St. John's.....	10 00	Lobster Harbour, White Bay	
Sydney, Cape Breton	20 00	Inland Little Bay, Notre Dame Bay.....	
St. John's.....	10 00	Inland Holyrod, Conception Bay	
St. John's.....	10 00	Sunday Cove Island, Notre Dame Bay.....	
St. John's & N. Syd., C.B.	30 00	Inland Little Bay, Notre Dame Bay.....	

Return of Mining Licenses Issued

Date.	Registry.		Name.
	Vol.	Folio.	
1907.			
June 8	17	136	Janet, Georgina A., and Lucy Stirling, Rose Stirling and Jabez Manuel, and Chas. O'Neil Conroy
8	17	137	Chas. O'N. Conroy, A. F. Shirran and Joseph Pippy
8	17	138	Do Do Do
10	17	139	John St. John
10	17	140	Do
12	17	141	Sydney Woods
12	17	142	Wm. Cook
12	17	143	Do
13	17	144	John Oxley and Wm. Campbell
14	17	145	Michael Connolly and Edward Doheney
15	17	146	Edward Doyle
15	17	147	Do
15	17	148	Maurice E. Davis
17	17	150	Wm. Campbell
18	17	151	Robert B. Job
19	17	152	Abraham Rowsell, H. M. Herbert and Donald Morison
19	17	153	John W. Aitken
22	17	154	Joseph Pippy
22	17	155-6	The Western Industries, Limited
22	17	158	Wm. Campbell and John J. Oxley
24	17	159	Chas. R. Thompson
24	17	160	Do
27	17	163	Norman Munn
29	17	164	Alexander F. Shirran

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1907.

During the Year 1906 and 1907.

Residence.	Fee.	Locality.	Remarks.
Twillingate			
St. John's.....	\$40 00	Inland Island Rock Cove, Hall's Bay, N.D.B...	
St. John's.....	20 00	Inland Island Rock Cove, Hall's Bay, N.D.B...	
St. John's.....	20 00	Inland Wolf Cove, Hall's Bay, N.D.B.....	
St. John's.....	10 00	Inland Ming's Bight, District St. Barbe	
St. John's.....	10 00	Near Dog Pond, inland Foxtrap, Concep'n Bay..	
St. John's	30 00	Black Island, Labrador.....	
St. John's.....	10 00	Hall's Bay Head.....	
St. John's... ..	10 00	West Side Seal Bay, Notre Dame Bay.....	
St. John's.....	10 00	North East Arm, Placentia	
St. John's.....	20 00	Little Bay, Notre Dame Bay.....	
St. John's.....	20 00	Inland Ming's Bight, District St. Barbe.....	
St. John's.....	10 00	Inland Ming's Bight, District St. Barbe.....	
Montreal, Canada	10 00	Shoal Point, Port au Port Bay.....	
St. John's.....	10 00	Chapel Island, Notre Dame Bay	
St. John's.....	60 00	Fox Island River, Port au Port	
Pilley's Id. & St. John's	10 00	Sunday Cove Island, Notre Dame Bay.....	
Botwoodville	10 00	Inland Seldom Come By, Fogo Island.....	
St. John's.....	30 00	Inland Western Arm, Notre Dame Bay.....	
London, England.....	60 00	"Underwater" N. from Bell Id., Concep'n Bay	2 Licenses.
St. John's.....	20 00	Upper Gullies, Conception Bay.....	
St. John's.....	10 00	Barry's Brook Pond, Gander Bay.....	
St. John's.....	10 00	Whale's Back, inland Little Bay, N.D.B.....	
Harbour Grace	10 00	Black Bear Bay, Labrador.....	
St. John's.....	10 00	Tickle Point, Trinity Bay	
	\$5260 00		

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

Return of Ninety-nine Year Mining Licenses

Date.	Registry.		Name.	Residence.
	Vol.	Folio.		
1906. Sept. 4	5	152	Con. George H. Emerson	St. John's
1907. June 7	7	1	The Nova Scotia Steel & Coal Co., Ltd	New Glasgow, Nova Scotia
7	7	2	Do Do	Do Do
17	7	3	Thomas E. Wells and Enos England..	Little Bay, Notre Dame Bay.....

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1907.

Return of Fee-Simple Mining Grants

Date.	Registry.		Name.	Residence.
	Vol.	Fol.		
1906. Oct. 9	1	93	Samuel M. Brookfield.....	Halifax, Nova Scotia.....
9	1	94	James J. Norris	Three Arms, Notre Dame Bay..

Department of Agriculture and Mines,
St. John's, Newfoundland, June 30th, 1907.

Issued during the Year 1906 and 1907.

Fee.	Locality.	Remarks.
\$80 00	Clay Cove, near Indian Cove, Bonavistay Bay	
20 00	"Underwater" N. from Bell Island, Conception Bay	
20 00	"Underwater" N. from Bell Island, Conception Bay ..	
100 00	Inland from Ming's Bight, District St. Barbe	
\$220 00		

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

Issued during the Year 1906 and 1907.

Fee.	Locality.	Remarks.
\$25 00	Cape St. Charles, Labrador	
25 00	Western Arm, Three Arms, Notre Dame Bay.....	
\$50 00		

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

**REPORT OF R. ELLIOTT COOPER, Esq., M. Inst., C.E., F.R.G.S., ON THE
PROPOSED NEWFOUNDLAND "SHORT LINE" RAILWAY.**

OCHS BROTHERS,
34 Clements Lane,
Lombard Street, E.C.,
London, 16th January, 1908.

SIR,—

We have the honour to send you by this post, under a separate cover, a copy of the map showing the general line of route of the railway from South West Arm, Green Bay, to the Western coast of the Island, in compliance with clause 29 of the Agreement of the 11th January, 1907. We enclose copy of the report made to us on the survey of the line by Mr. R. Elliott Cooper, our Consulting Engineer, which we trust will prove satisfactory to you.

We have the honour to be,

Your obedient servants,

(Signed) } OCHS BROTHERS,
 } H. C. THOMSON.

The Right Hon. Sir Robert Bond, P.C., K.C.M.G.,
St. John's, Newfoundland.

NEWFOUNDLAND "SHORT LINE" RAILWAY.

Green Bay to Bonne Bay.

15 Dean's Yard,
Westminster, S.W.,
13th January, 1908.

GENTLEMEN,—

Referring to our correspondence on this subject I now send you my report upon the above proposed railway. This is based upon the report prepared by Mr. J. C. Bruce, who, assisted by Mr. Vivian Mostyn, made a general examination of the whole of the route and surrounding districts. He also made a detail Survey and Section of the more difficult portion of the line.

These gentlemen arrived at St. John's, Newfoundland, on the 11th August last, accompanied by Mr. H. C. Thomson. Having made all preliminary arrangements, etc., they started for Green Bay on the 16th. There was considerable difficulty in obtaining sufficient men for the purpose of the work to be undertaken, so that a week elapsed before an actual start could be made with the survey of the railway, but this time was utilized in selecting and surveying the site for the Eastern Terminus and wharf.

General Description of Route.

The estimated length of the railway along the centre line as located, from the South West Arm, Green Bay, to the South East Arm, Bonne Bay, is 88

miles. Of this length a distance of 46 miles was traversed by theodolite, and surveyed in considerable detail, the longitudinal section being carefully levelled. This portion of the line presented great difficulties as regards survey work and transport, so that it was impossible before the snow came on to complete the detail survey and levels beyond this point.

The remainder of the route was examined, and sufficient data obtained to complete the general plan of the railway, which is sent herewith.

For the first $1\frac{1}{4}$ mile, the line would run along the South East shore of the South West Arm of Green Bay, the ground being level and suitable for sidings and other terminal requirements. From this point onwards for a distance of $3\frac{1}{4}$ miles, there is a rising gradient of 1.5 per cent., or 1 in 67, this being the steepest gradient on the line, except for a short length of about three miles approaching the Western terminus at Bonne Bay. For the remaining distance of about 82 miles, the steepest gradient is 1 per cent., or 1 in 100, the total length of which, however, is very moderate. For the first $3\frac{1}{2}$ miles the railway passes through the valley of Budgell's Brook, which is heavily timbered with spruce and birch, the subsoil being coarse gravel. The line leaves this valley by reverse curves of 3 or 1,910 ft. (29 chains) radius, and a somewhat lengthy summit cutting about 14 feet in depth at the deepest part. From this cutting at $3\frac{1}{2}$ miles to Shoal Pond, at mile 8, the line is very straight and the work of a very easy character, being situated in the bottom of a wide valley—the course of Crooked Brook—which rises in a pond beside the line at mile 5. This pond is on a watershed at an elevation of 320 feet above sea H.W.D. The line runs round the south side of Shoal Pond, the work being light, as there is nothing worse than low ridges here and there of coarse gravel and small granite boulders, mixed. All along the route from the 9th mile to the 16th, the forest has been burnt, and the soil in many places burnt off. From Shoal Pond Brook Crossing to Black Brook the country is very uneven, consisting of a series of gravel ridges crossing the course of the line at right angles. The material, however, is easy to work, and will make excellent ballast, unlimited in quantity. At Black Brook, the first bridge of importance occurs. There is an island in the centre of the river at the crossing, upon which an embankment 17 feet in height would be constructed for a length of about 100 feet, which would require protecting by stone dwarf walls to above flood level, say 8 feet high. Each channel could then be spanned by a bridge of 80 feet span. Between this and the next bridge of importance, viz., the Indian Brook Bridge, there is a distance of 1,700 yards of low-lying ground, which is subject to floods, so that openings will be necessary in the embankment, which would be about 12 feet high; in order to let off the flood water, probably four bridges, each of three 15 ft. spans, placed about 330 yards apart, would be suitable. Indian Brook is about 100 feet wide at the crossing, and will require a bridge of 100 ft. span. From the Indian River bridge at mile 17, the line runs fairly close to the Indian Brook as far as mile 25, and is practically a straight line along the centre of the valley. The gradients are very easy, the steepest being 0.318 per cent., or 1 in 314. The earthwork is of a very light character, there being only a few gravel ridges to cut through. From mile 25 to mile 26 the line leaves the valley on a 1 per cent. (1 in 100) gradient, reaching the summit at mile 26, where it crosses the divide between the Indian Brook Valley and that of the Birchy Ponds, the waters of which flow through Sandy Lake, Sandy Lake River, Grand Lake, Junction Brook, Deer Lake and Lower Humber, into the Bay of Islands,

Gulf of St. Lawrence. The formation level of the railway at this summit is 338 feet above sea H.W.L., and the depth of cutting insignificant—about 8 feet at the deepest part. A gradual descent is now made to the Northern shores of the Birchy Ponds, which are reached about mile 29. From this to mile 39, the shores of the Birchy Ponds are followed as closely as possible, formation level being about 300 feet above sea H.W.L., or about 20 feet above the waters of the lakes. The earthwork would be principally side hill work, mostly through gravel, and the work generally is of a light character. From mile 26 to mile 27 there is no timber. From mile 27½ to 39, the line runs through heavily-timbered ground, especially at the bottom of the valley, the timber being black spruce and var, with a sprinkling of white pine and birch. The best of the pine has been cut out. Between miles 39 and 41 the timber has been burnt. From this to the end of mile 47 there is only small spruce and peat marsh. From mile 41 to mile 43 the formation of the proposed railway would be 328 feet above sea level, and from this point there would be a gradual descent to the crossing of the river North of Sandy Lake at mile 47, the formation level being 292 feet. The water level of the river at the point of crossing is 268 feet above sea, and the depth of water about 10 feet. The width of this river is 150 feet, but as the flow is very sluggish there would be no danger from floating ice, so that a centre pier of masonry could be adopted with two spans of 80 feet each. There would be no difficulty in using piles if they were found to be necessary, as the bottom of the river is sand, and as the water is very peaty, these piles, being under water, would have a long life. From mile 47 at the North end of Sandy Lake, the line has to curve sharply to the southward in order to avoid a high ridge which blocks the direct course to Bonne Bay. The route from here to the Humber River, by running round to the southward of this ridge, appears to be of a very level character, and from information Mr. Bruce received from numerous sources he believes that from the Humber River Crossing to the South of Ardie's Pond, there is a gradual rise, free from obstructions. Ardie's Pond is probably about 350 feet above sea level, and the Humber River Crossing probably about 150 feet.

Time would not permit of the surveyors going over the direct course of the line between the Humber River and Bonne Bay, as the country between these points is trackless forest, but they were able to examine the country between—from Deer Lake to Bonne Bay—along a path cut through the forest.

The approach to South East Arm, Bonne Bay, is difficult, as the valley which appears most suitable for the descent falls very rapidly to a point close to the coast, so that it will be necessary to pass the terminus at a higher level, and reach the quay level by means of a back shunt.

TERMINAL PORTS.

Green Bay.

The Southern end of the South West Arm of Green Bay is eminently suited for a port of call for ocean liners. The entrance to Green Bay is clear and easy to make, and the same thing applies to South West Arm, which is about 10 miles long by 1 mile wide. The South West Arm terminates in a landlocked harbour, being sheltered from the North and North East by King's Point and Mansfield's Point. The South East shore of this harbour is the side which

appears the most desirable and convenient for a railway terminus and wharf, or landing stage. There is a rocky ledge extending out horizontally from H.W.L. to about 60 feet, and about 2 feet below it, which forms a splendid base for the necessary works. Above H.W.L. the ground rises rapidly, and is of a rocky character—the formation being principally serpentine. This is easily broken up, and can be thrown on the ledge to form the road bed, sidings, etc. Outside the ledge the water deepens rapidly at first, but in order to get 30 feet in depth at low water it would be necessary to run out a pier for a distance of about 200 feet. Berths of 15 and 20 feet could be obtained alongside the wharf. There is very little rise of tide, being only about 4 feet at springs, and 3 feet at neaps. At King's Wharf there is a steam saw mill owned by a Mr. Thistle, with a capacity of about 12,000 B.M. daily.

Ice.

Green Bay is remarkably free from "floe ice," "pack ice," "growlers" and icebergs, as it is well shielded from the drift from the North by Cape St. John.

The South West Arm does not freeze up until Christmas or 15th of January, and the ice breaks up always between 15th April and 15th May.

Bonne Bay.

The entrance to Bonne Bay is about four miles across, and extends southwards about 6 miles, separating them into two arms, East Arm and South Arm. East Arm is about $5\frac{1}{2}$ miles long, and about $\frac{3}{4}$ mile wide. It terminates in a land-locked basin known as South East Arm, and also in a bay called Little Barachois, which is the termination of the valley of the Bonne Bay River.

There are two sites in East Arm available for the terminal port for the railway, viz:—Murphy's Cove and South East Arm. Murphy's Cove is immediately south of a castellated peak called Tucker's Head, about 400 feet high, and is a small bight with a sandy beach and good water, apparently better than shewn by the Admiralty Chart, especially at the southern end. In order to arrive at Murphy's Cove, the line would have to run via the Bonne Bay Ponds, along the South shore of the Little Barachois, which would probably entail the construction of four miles more than the route suggested; and furthermore, I may add, that in giving preference to the South East Arm, I was influenced to a great extent in its favor by the fact that it was on the line of route to the Straits of Belle Isle, and the tunnel under the same, so that in the event of that great project being proceeded with in the future, a direct extension could be made.

At about $\frac{3}{4}$ mile E.N.E. from the entrance to Little Barachois is a deep and clear passage about 800 feet wide, which forms the entrance to a basin called the South East Arm; it is about $\frac{3}{4}$ mile long by $\frac{1}{2}$ mile wide, and oval in form. Complete shelter can be secured anywhere in this basin. A small river flows into the mouth of the basin, having two fine waterfalls of about 60 and 100 feet in height. The valley of this river is the approach I propose for the railway to the port, which would be on the North side of the basin. The railway would pass the terminus at a high level of say 100 feet, and aft

passing for a mile return on a back shunt to the terminus. There is deep water close up to the shore, which is grey quartz rock. Spring tides are six feet, neaps four ft.

North of Tucker's Head is Payne's Cove, where Captain McKay's saw mill is situated, the settlement being called Stanleyville. This mill is about 60 H.P., with a capacity of about 15,000 ft., board measure. Price of lumber \$10 to \$15 per 1,000 ft. B.M.

Gradients.

The steepest gradients on the line are 1.5 per cent., or 1 in 67, and occur on both East and West Coasts, getting down to the ports at South West Arm, Green Bay, and South East Arm, Bonne Bay. In the interior of the Island no steeper gradient than 1 in 100 will, in my opinion, be necessary. This will ensure a line suitable for fast express service, as far as gradients are concerned, and by having a small siding at the top of each of the two 1.5 per cent. gradients, the yard shunting engine could always form a double header, or if shoving be permitted she could do that, and there would be no need for the summit sidings.

Curves.

The sharpest curve in use on the line is 4, i.e., 1,432 ft. (22 chains) radius, which requires a gradient compensation of 0.12 ft. per 100 ft.

LOCAL MATERIALS.

Timber.

There appears to be no local hardwood in Newfoundland. The principal soft woods which Mr. Bruce met with along the line of railway are as follows:—

- White Spruce (*Abies Alba*).
- Black Spruce (*Abies Nigra*).
- Balsam Spruce (*Abies Balsamea*), called Var locally.
- White Pine (*Pinus Strobus*).
- Red Pine (*Pinus Resinosa*).
- Labrador Pine (*Pinus Banksiana*), called Jack Pine locally.
- Tamarack (*Larix Occidentals*), called Juniper locally.
- White Birch (*Betula Alba*).
- Canoe Birch (*Betula Papyracia*).
- Yellow Birch (*Betula Excelsa*).
- Aspen (*Populus Tremula*) called Asp locally.

Labrador pine is too small, and the sapwood of birch too perishable, to be available for railway sleepers, but a plentiful supply of sleepers made from the others mentioned can be obtained at small cost.

Stone.

No good building stone was seen, but probably it could be found. Stone

for rubble masonry is sufficiently plentiful, and there is good coarse gravel for concrete in the Indian Brook Valley. At Sandy Lake there is splendid clean, sharp quartz sand, and plenty of it. There is also some to be had at the Birchy Ponds.

Brick Clay.

Good brick clay was seen at Bonne Bay, which might prove very useful at that end.

Slates.

Good roofing slates are quarried at Bay of Islands, and could be brought round by sea and delivered in Bonne Bay at a price which should compete successfully with any other form of permanent roofing.

Lime.

No limestone which would make suitable lime for mortar was met with, and I think that, East of the Humber, Portland cement will be best and cheapest. West of that point I think local lime may be procurable, but it would probably be desirable to use Portland cement throughout.

Scenery.

Referring to this subject, Mr. Bruce writes:—" Although this heading may seem at first sight somewhat out of place in an Engineer's Report, nevertheless attractive scenery is a matter of some importance along the line of route of a railway such as this, which would be designed principally for express passenger traffic; and furthermore, I am loathe to conclude without paying some tribute to the charm of Newfoundland's beautiful scenery, especially along the line of the proposed route. A passenger arriving in South West Arm Bay on a bright day will appreciate this extract from Mr. Alexr. Murray's Report upon the Geological Survey of Newfoundland for 1878:—

" To anyone in search of the picturesque, this great inlet has many rare attractions in the ever-varying outlines and diversified scenery it presents on all sides. Bounded on the North side by a succession of lofty and nearly vertical cliffs of variegated rock, standing out in bold contrast from the bright green of the woods above, through which and above all the hoary peaks and extreme summits of the hills, are occasionally seen to peer. On the South side the gently-swelling hills and valleys richly carpeted by a luxurious growth of forest timber, and finally at the Upper Arm, the extensive soft green plain, suggestive of corn fields and farm lands, with the sharp-cut line of the distant mountains which form the background—all combine to give a succession of landscapes an artist might revel in, and scenes to charm the tourist or traveller. Beautiful South West Arm undoubtedly is, but Bonne Bay is still more so, in my opinion. The beauty of the scenery viewed from the train passing by the Birchy Ponds, Sandy Lake, Humber, etc., will, I am sure, be greatly appreciated."

In conclusion, I have pleasure in stating that the general and detailed ex-

amination and survey of the route shows that not only can a good workable line be obtained with suitable harbour accommodation at the terminal ports, but that such a line can be constructed comparatively cheaply. In fact, I think in this respect this railway would compare favourably with any similar lines in Newfoundland or Canada.

The Estimate, which I send you herewith, in some detail would allow of the construction of a railway of a substantial character, with suitable permanent way for fast "through" traffic. From the detailed descriptions of the ports at the two ends, it will be seen that in this respect the facilities for dealing with passengers and goods could be economically carried out. Of course the Estimate only provides for what would probably be required in the first instance. When the traffic increased, however, the terminal facilities could be added to from time to time as the occasion demanded.

A copy of the detail survey and longitudinal section will be forwarded to you shortly, but I understand that the General Plan which is sent herewith in duplicate is sufficient for the immediate purpose.

I trust that this report will be sufficient for your present requirements.

I am, Gentlemen,

Yours faithfully,

R. ELLIOTT COOPER,

M. Inst. C.E., F.R.G.S.

Messrs. Ochs Bros., 34, Clements Lane,
Lombard St., E.C

NEWFOUNDLAND "SHORT LINE" RAILWAY.

Green Bay to Bonne Bay.

Approximate Estimate of total cost of 92 miles of Single Line.

Surveys	\$26,400
Clearing and Grubbing	21,600
Earthwork	625,000
Bridges, Culverts and Drains	414,000
Permanent way (including sidings)	712,500
Stations, Sheds, Houses, Turntables, Tanks, etc.	73,500
Telegraph	18,000
Contingencies, 10 per cent	189,000
<hr/>	
Total cost of Railway	\$2,080,000
Terminal Wharves at Green and Bonne Bays	75,000
<hr/>	
Total	\$2,155,000
Or say	£431,000

Cost per Mile.

Surveys	\$300
Clearing and Grubbing 12 acres per mile @ \$20	240
Earthworks	6,800
Bridges and Culverts	4,500
Permanent Way @ \$7,500	7,500
Stations, Sheds, Houses and Appliances	800
Telegraph ..	200
Contingencies 10 per cent	2,060
<hr/>	
Total cost per mile	\$22,400
Or say	£4,480

ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES
OF NEWFOUNDLAND, FOR THE YEAR 1907.

DEPARTMENT OF MARINE AND FISHERIES,

Office: Customs Building, St. John's, Nfld.

Minister of Marine and Fisheries Hon. Eli Dawe.
Superintendent of Fisheries W. B. Payn.
Secretary Fisheries Board D. W. Prowse.
Inspector of Lighthouses R. White.
Inspector of Boilers A. McLachlan.
Inspector of Herring Fishery W. Mair.

FISHERIES BOARD.

Hon. Eli Dawe, Minister of Marine and Fisheries, Chairman.
Hon. John Harvey A. McDougall, Esq.
W. C. Job Thomas Bonia Esq., M.H.A.
W. B. Grieve, Esq. John Lewis, Esq., M.H.A.

DEPARTMENT OF MARINE AND FISHERIES,

St. John's, Newfoundland, 1908.

*To His Excellency SIR WILLIAM MACGREGOR, M.D.,
K.C.M.G., etc., Governor and Commander-in-Chief in
and over Our Island of Newfoundland and Its De-
pendencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

Under section 4 of the "Marine and Fisheries Act of 1898," I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Newfoundland, the tenth annual Report of the Department of Marine and Fisheries for 1907.

I have the honour to be,
Your Excellency's obedient Servant,

ELI DAWE,
Minister of Marine and Fisheries.

REPORT OF THE DEPUTY MINISTER.

TO HON. E. DAWE,

Minister of Marine and Fisheries,

SIR,—

I have the honor to submit the Tenth Annual Fisheries Report of this Department for the year ending December, 1907.

THE CODFISHERY.

The fishery during the present year has been an average one. The Bank and Shore fishery of the South and West Coasts were ahead of last year, and on the East in many places was fairly good, and on the North East Coast of Newfoundland and Southern part of Labrador was the best for years, whilst the Northern fishermen, known locally as the "floaters," who go far down on the Labrador, did very badly. So on the whole, except for the partial failure on the Coast of Northern Labrador, the season would have been a record one. On the whole the catch has only been an average one.

The returns of fish exported from Labrador direct show that for the season of 1907 some 38,606 quintals were shipped more than in 1906, but the price was lower, and the value was less for 1907 by \$17,205 than for 1906. A large quantity of the Labrador fish as usual was brought home to Newfoundland to be cured, but the quantity is a great deal smaller than it was in 1906—345,000 quintals in 1907 as against 545,000 for 1906.

The abnormally wet weather during the summer, and a continuation of the same bad weather during the fall, has very much interfered with the perfect cure of this fish, as well as the late Bank and Shore fish. Under these unsatisfactory conditions it was difficult to get fish properly made, and a part of the catch had to be disposed of at comparatively low prices.

The price for well cured shore Labrador was well maintained, but sale of inferior grades was difficult.

In the desire to rush off shipments to market, especially at Labrador, the condition of cure, coupled with the difficulty of careful cull, result in cargoes being sometimes delivered in indifferent condition. The usual complaints from Mediterranean ports of the imports of semi-cured fish from Labrador has again been in evidence this year. It is to be hoped that this may cease, as it is bound to have a prejudicial effect on this article of export.

The value of cod greatly depends on its perfect cure. With practically each catcher his own curer uniformity of cure cannot be looked for. The real remedy must naturally be in the hands of the merchant or shipper, and the improvement can only take place when there is more discrimination shown in the ratio of prices for good as compared with indifferent cure; with an enhanced price for the perfectly made fish and a lower value for the imperfect cure. The system of buying commonly known here as "tal qual" being very unfair both to the buyer or seller, and certainly to the good curer

Year by year, owing to the increasing number of outside buyers, both in Newfoundland and Labrador, fish is becoming more and more a cash article. In time, no doubt, all sales of our staple will be absolutely cash transactions, as the sale of wheat by the farmer to the elevator.

Complaints have reached the Department of the use of illegal codtraps on some sections of the Coast. A few fishermen have been prosecuted for breach of Section 47 of Rules and Regulations, which may prevent the using of these traps in future. The evil system and practice of using these traps, which catch a small fish not worth handling, must have an injurious effect upon the fishery. The young fish must be protected, and not allowed to be destroyed in such a reckless manner, and it should be every fisherman's duty to insist upon having it stopped, and to help the Department of Marine and Fisheries in having the law respected. It is well known that many fishermen who use small mesh traps recognize the injury they are inflicting upon the fishery, still will not give them up, because their neighbors will not refrain from using them. These people should be prosecuted and fined heavily.

The Bank fishery as prosecuted by locally owned vessels shows an increase from 1905-6, owing in a large degree to bait being plentier than last year. A great deal of this season's catch was procured on the Labrador, where fishing with trawls has been prosecuted, both by Americans and local vessels.

Newfoundland Bank Fishery, 1906-7.

Vessels employed	83	Men employed	1,261
Tonnage of Vessels	4,286	Codfish caught	88,086
Av. catch per schooner	1,062	Av. catch per man	69 $\frac{3}{4}$
1906-7		88,086 qtls.	
1905-6		75,153 "	
		<u>12,933</u> qtls. increase 1906-7.	

Reference to annexed table of codfishery products exported from the Colony during the twelve months ending June 30th, 1907, shows a decrease of 58,580 quintals dry codfish shipped, and an increase in value of \$8,453 from the same period last year. Fresh codfish shows an increase of \$390 in value. Canned codfish a decrease of \$2,308, and pickled fish a decrease of \$32,796. Other kinds of fish caught and cured in the same manner as codfish, viz: haddock, hake, ling and pollock, show an increase in 1906-7 of 3,037 quintals and \$14,962 in value. Codroes show a decrease of 1,315 barrels and \$11,575 in value. Cod oil shows an increase of 121 tuns and \$4,360 in value, while cod liver oil shows a decrease of 8,234 gals. and \$3,260 in value. On the whole the codfishery and its products show a decrease for 1906-7 of \$21,774 on 1905-6.

It is very regrettable that there has been during the past season a great loss of fishing property, and still worse a much greater loss of life than has occurred for a number of years, which has left many a family without its breadwinner, with whom the Department deeply sympathises. It is very gratifying to know that the amounts subscribed by the ever-charitable public all over the

Colony, but mostly in St. John's, will help in a great measure to meet the wants of these poor people.

The Department would fail in its duty to the public and the object for which it was instituted, if it did not, as on a previous occasion, urge upon our fishermen the primary duty of doing their utmost to place in the hands of our exporting merchants as choice an article of dry codfish as it is possible to produce, and that the utmost cleanliness should therefore be observed in the operations of splitting, washing from the knife and dry salting, as opposed to the pernicious practice of pickling, which in many localities is but too common, and to which may be traced most, if not all, the defects incident to the cure of our otherwise unsurpassed codfish.

The continued good prices that have ruled in this market and on the Labrador for Labrador fish, and indeed for all kinds of fish, is, in the opinion of this Board, mainly due to the efficient enforcement of the Bait Act, and they call attention to the necessity of continuing its enforcement with energy.

French fish has recently been offered in large quantities in Oporto, which is our best market, and which heretofore has been exclusively using Newfoundland and Norwegian fish. The St. Pierre fishery has considerably increased this year, principally on account of the fact that bait was unusually plentiful at St. Pierre itself. The number of French steam trawlers has also increased.

The Board is of opinion that if the Canadians would co-operate with this Colony in the protection of its bait so that bait fishes could be held solely for the use of British subjects, great benefit would accrue to both countries.

Exports from Labrador of Codfish, Salmon, Oil, for 1907.

	Qtls.	Value.
C. & A. Dawe.....	75,458	\$264,101
Wm. Duff & Sons.....	13,253	46,385
Baine, Johnson & Co.....	32,167	112,584
J. P. Jensen.....	11,422	39,977
John Rorke & Sons.....	11,500	40,250
R. D. McRae & Sons.....	10,750	37,625
Ryan Brothers.....	10,239	35,836
James Ryan & Co.....	9,100	31,850
Anglo-Newfoundland Fish Exporting Company.....	19,654	68,789
E. Hiscock.....	4,905	17,168
Geo. Gosse.....	4,900	17,150
P. Templeman.....	4,669	16,342
E. W. Kennedy.....	13,109	45,882
Job Bros. & Co.....	17,905	62,668
E. Penny & Sons.....	6,430	22,505
Norman Munn.....	3,815	13,353
C. A. Jerrett.....	3,300	11,550
Harvey & Co.....	9,389	32,861
M. & R. O'Brien.....	3,503	12,262
F. Jerrett.....	3,000	10,500
Wm Butt.....	1,825	6,388
S. B. Fequet.....	100	350
Bowring Bros.....	3,700	12,950
J. F. Sheppard.....	2,200	7,700
J. W. Hiscock.....	3,300	11,550
G. Soper & Sons.....	3,900	13,650
J. V. O'Dea & Co.....	3,000	10,500
T. & J. Dunn.....	3,000	10,500
	289,493	\$1,013,227

Recapitulation for Countries.

Gibraltar for orders.....	78,832 qtls.	\$275,913
Spain.....	86,213	301,746
United Kingdom.....	20,820	72,870
Italy.....	71,909	251,681
Portugal.....	6,503	22,761
Canada.....	1,925	6,738
Greece.....	23,291	81,518
	289,493	\$1,013,227

Comparative Statement.

1906.....	250,887 qtls.	\$1,030,492
1907.....	289,493	1,013,227
Increase for 1907.....	38,606	
Decrease " ".....		\$17,205

THE SEAL FISHERY.

The season of 1907 was considerably below the product of 1906, caused partly by the loss of two steamers, (*Leopard* and *Greenland*), and partly by some of the steamers not having succeeded in getting to the seals.

The fishery for 1907 was prosecuted by 22 steamers, with 3,685 men. Their catch was 245,051 seals, valued at \$455,210.28, showing a decrease for 1907 of 96,785 seals and \$152,334.53 in value.

The value of 1906 seal fishery being	\$607,544.81
" " " 1907 " " "	455,210.28
Decrease	<u>\$152,334.53</u>

Referring to the annexed table of seal products exported from the Colony during twelve months ending June 30th, 1907, this shows an increase of 1,610 tuns oil and \$160,537.00 in value. Seals dressed show a decrease of 4 and \$43.00 in value, and seal skins also show a decrease of 118,891 skins and \$119,748 in value. Stearine shows an increase of \$794.00 for same period ending June 30th, 1906.

Report of the Newfoundland Steam Sealing Fleet—Sailed March 11th, 1907.

Arrived.	Steamers.	Captains.	Net Tons	Men	Total Seals.	Nett Weight.				Nett Value.	Men's Share.	Suppliers.
						Tons.	cwt.	qr.	lbs.			
March	27 Grand Lake	Job Knee	463	203	10739	238	14	2	15	\$19,865 00	\$32 45	A. J. Harvey & Co.
	30 Algerine.....	S. R. Winsor	233	161	587	13	14	3	2	1,150 98	2 36	Bowring Bros., Ltd.
April	1 Virginia Lake	Jacob Kean.....	440	203	21569	485	17	1	12	40,581 14	66 30	Reid-Nfld. Co.
	1 Neptune.....	George Barbour.....	465	203	30985	706	7	0	11	58,978 98	96 37	Job Bros. & Co.
	5 Adventure.....	H. Dawe	829	203	24522	549	6	3	4	45,801 69	74 84	A. J. Harvey & Co.
	6 Panther	Jesse Winsor	246	117	7964	178	1	3	9	14,730 16	41 59	"
	8 Newfoundland.....	J. Parsons.....	568	203	12729	282	18	0	21	23,533 39	38 45	"
	11 Eagle.....	J. Kean.....	418	203	11762	266	17	0	12	22,275 29	36 39	Bowring Bros., Ltd.
	17 Ranger	Ed. Bishop.....	353	166	13497	315	2	2	27	25,506 53	50 91	"
	17 Vanguard.....	D. Blandford	322	178	8289	191	12	0	2	15,707 28	29 18	Baine, Johnston & Co.
	17 Bloodhound	W. C. Winsor	314	177	16543	376	7	1	23	30,884 25	57 83	"
	18 Terra Nova	A. Kean.....	450	203	18785	427	8	1	15	35,586 96	58 14	Bowring Bros., Ltd.
	25 Southern Cross.....	P. Carter	325	174	3659	82	1	3	14	6,632 04	12 63	Baine, Johnston & Co.
	26 Aurora	Dan Greene	386	187	3090	80	15	3	4	6,046 01	10 72	Bowring Bros., Ltd.
	29 Walrus	Jacob Winsor.....	219	118	10253	244	6	3	19	19,052 24	53 36	G. Browning & Son.
May	2 Iceland	J. Barbour	287	137	4522	138	11	3	25	9,637 06	23 28	Baine, Johnston & Co.
	2 Diana	A. Barbour.....	290	152	12948	352	13	1	14	25,952 73	56 53	Job Bros. & Co.
	3 Erik.....	Job Kean	412	172	8950	249	16	3	10	17,262 36	33 26	"
	3 Kite.....	J. Gillam.....	190	90	184	7	3	0	18	448 39	1 64	Bowring Bros., Ltd.
	5 Labrador	George Hann.....	256	140	7054	178	5	1	21	13,907 87	32 35	Baird, Gordon & Co.
	7 Viking	Wm. Bartlett.....	276	189	13912	240	9	3	17	19,314 62	33 88	Bowring Bros., Ltd.
	7 Nimrod.....	Bax. Barbour.....	226	106	2508	42	8	2	8	3,355 31	10 45	Job Bros. & Co.
					245051	5649	2	0	24	455,210 28		

Price of Seals per cwt. : Young Harps, \$4.20 ; Young Hoods, \$4.20 ; Bedlamers, \$3.40 ; Old Harps, \$3.00 ; Old Hoods, \$3.00.

			tons cwt. qrs. lbs.				tons cwt. qrs. lbs.				
		Gross Weight				Nett Weight				Nett Value	
1906—Total of Seals :	341,836		8,255	9	0	23	7,896	9	3	4	\$607,544.81
1907— " " "	245,051		5,870	19	1	14	5,649	2	0	24	456,210.28
Decrease.....	96,785		2,384	9	3	9	2,247	7	2	8	151,334.53
Average past ten years.....	273,074		6,085	8	2	18	5,794	15	0	14	388,825.68

Manufactured by	Total Seals	Nett Weight.
Job Bros. & Co	150,221	3,508 Tons.
Bowring Bros., Ltd	61,817	1,351 "
Baine, Johnston & Co	33,514	788 "

NOTES.—The S. S. *Leopard*, Capt. R. Bartlett, sailed from St. John's at 12.30 p.m., on March 6th, for Channel fully equipped for the sealing voyage with a crew of 103 men. At 1.20 on March 8th, during a desperate snow storm she ran on the rocks at Blackhead, near Renew's, and became a total wreck. After a fearful experience the crew landed safely.

S. S. *Greenland*, Capt. D. Bragg, was abandoned on March 23rd, 125 miles E.S.E. of Bonavista, propeller gone; she was leaking badly and in a sinking condition. Captain and 40 of the crew were brought home by S.S. *Neptune*, and the balance of the crew, 104 men, came home on various steamers.

THE HERRING FISHERY.

In all the Bays that herrings frequent in the spring months, they were found in fairly good quantities. In Placentia and St. George's Bays herrings were cured split. In the latter especially, the fishery was considerably in excess of last year. In Connaigre Bay the herring fishery is chiefly confined to bait purposes, of which some 8,000 barrels were caught, of which not more than 200 barrels were packed, the remainder having gone to supply the local fishing fleet, realizing as much as \$30.00 a dory load of about ten barrels each. The total value of this fishery being about \$10,000. Since May large herrings have been scarce, but have returned in December. The same thing is also reported from Fortune Bay, where small herrings have been innumerable, but it will be interesting to the public to know that the herrings have again made their appearance. In December St. Jacques was literally full of large herrings, but fishermen not being prepared with seines, only about fifty barrels were captured. It is to be hoped that the home of the herrings will receive them again.

In Notre Dame Bay and vicinity herrings were cured according to Scotch methods, and in Scotch or Scotch-sized barrels. As is well known, the quality of the herring in spring is poor, and with a superabundance of Scotch and English-cured herrings in all the markets, our herrings were not in demand, and unprofitable prices were realized. This applies to both split and Scotch cure.

It is disappointing to the Department that drift-net fishing in the open sea in Notre Dame Bay was not so successful as was expected. Experience in this mode of fishing has been gained that will be useful in the future.

The stranding of the drifting schooners in Twillingate harbor at a time when herrings were expected in the offing was regrettable. A fishery cannot be built up in a season, and last season's operations cannot be taken as conclusive that herrings will not be found off our coast.

The autumn fishery in Bay of Islands was a fairly good one, especially in the Humber Arm and Middle Arm, a report of which by Inspector O'Reilly will be found in the Appendix.

The autumn fishery at Southwest Arm, Green Bay, and other Northern ports, was not so successful.

The Department of Marine and Fisheries erected a commodious curing station on very favourable terms at Middle Arm, Bay of Islands, for the use of the Messrs. Flett, according to contract. The place will be rented by the Messrs. Flett, and even if herring-curing should fail, which we do not anticipate, it would be most suitable from its location for any fishery business.

A number of Bay St. George fishermen were employed by the Messrs. Flett gibbing and packing in Middle Arm. These men, working alongside of Scottish workers under proper supervision, would benefit by their experience, and our fishermen manning the drifters would also be thoroughly initiated into the working of the drift-net fishing.

Reference to annexed table of herrings exported from the colony during twelve months ending June 30th, 1907, shows an increase in bulk herring of 17,681 barrels and \$45,391 in value. Also a decrease in frozen herrings of 10,092 barrels, but an increase of \$2,370 in value. Also an increase of 76 barrels, and a value of \$14,733 in pickled herrings, showing a total increase of herring exports for year ending June 30th, 1907, of \$62,498.

THE LOBSTER FISHERY.

The catch of lobsters in the Colony for 1907 is a little better than last year. The size in some places has apparently increased, but in most places it shows a decrease. Twenty-three hundred and ninety licenses were issued this year, which show some 239,944 traps in use, and 6,408 men and women employed in the industry.

The export for 1906-7 was 26,999 cases, valued at \$383,767, against 31,328 cases, valued at \$376,490 for 1895-6, which shows a decrease of 4,329 cases, and an increase of \$7,277 in value.

These figures represent the actual amount shipped to the end of the fiscal year, and do not represent the year's catch.

The returns from the factories are comparatively complete, and the following list will show what lobsters are caught in each district, and number of cases packed:—

	Lobsters	Cases	
St. Barbe.....	1,553,824	6,092½	Averaging 5¼ per tin.
St. George's	1,162,872	5,592	" 4½ "
Burgeo and LaPoile.....	215,889	954½	" 4½ "
Fortune Bay.....	1,085,278	3,312½	" 6¼ "
Burin	183,460	766	" 5 "
Placentia and St. Mary's	1,314,967	5,664	" 4 5-6 "
Cape Race to Baccalien	31,083	224½	" 2½ "
Trinity	27,885	165	" 3½ "
Bonavista	173,123	1,143½	" 3½ "
Fogo	110,449	678	" 3½ "
Twillingate	263,264	1,370	" 4½ "
	6,122,064	25,966	

This shows where the most lobsters are caught and also the number it takes to fill a can, and also shows an increase in the pack of 117 cases from last year. Fortune Bay giving the smallest lobsters, and the largest are caught between Cape Race and Baccalieu.

The quality of the pack this season has been greatly improved. From all quarters the marking or numbering of each tin, by each individual packer, with a view to the identification of any who might be tempted to market goods of inferior quality is universally approved of, and the result of the rule is best shown by the improved pack.

The obligation incumbent on the packer was extended to the exporter this season, but the Board has had under serious consideration the advisability of making the law more drastic as far as the exporter is concerned. Many fishermen have been fined for using illegal traps, which it is hoped will have a salutary effect. The majority of opinions amongst fishermen is in favor of abolishing hand-traps, and it is hoped that the Department will be enabled to do so; these traps are mostly used in the District of St. George's and St. Barbe, and are very destructive to the spawning fish, hence most destructive to the fishery. Rule 7 forbids spearing or hooking lobsters, but with a hand trap those same lobsters can be and are caught. These traps are set close to the shore and catch the spawning fish. What happens after they are caught at the present high price for lobsters is not hard to conjecture. This high price for lobsters will have a tendency to induce more persons to embark in the fishery, and thereby hasten the depletion that has been going on for some years. Lobsters are certainly getting scarce, and the Board has had under consideration several ways of coping with this important fishery, either in closing down altogether or closing different sections of the country yearly for a period of two years, or of restricting the number of licenses to any given area.

THE WHALE FISHERY.

The Whale Fishery this season has been prosecuted on a diminished scale compared with other years. The factories more or less in operation during the season of 1907 were:—

Factory.	Whales.	Oil Gals.	Guano Tons.	Bone Tons.
Balena	32	33,831	.....	4
Bay Chaleur	37	36,546	.....	5
Rose au Rue	84	63,720	.....	8½
St. Lawrence	30	26,422	93½	49
Cape Broyle	2	2,436	.....	¼
Cape Charles	31	23,814	19	3
Dublin Cove	27	25,956	70	50
Aquaforte	3	2,495	.....	½
Hawk's Bay, Port Saunders	31	36,000	119	55
Hawk's Harbor	63	73,250	125	200
Trinity	24	19,600	25	40
Snook's Arm	75	63,024	.....	7
Beaverton	42	46,181	127½	82½
	481	453,275	579	504½

The oil, guano and bone obtained from carcasses at the guano plant and not included in the above table is as follows:—

Factory.	Oil, Gals.	Guano, Tons	Bone, Tons.
Chaleur	7,805	156	130
Rose au Rue	17,597	122	235
Cape Broyle	627	5	.....
Balena	7,672	126	150
Snook's Arm	9,886	49½	117
	43,587	458½	632

The other whale factories that secured whales and not mentioned in the above list, gave their returns complete which included the oil obtained from the carcasses as well as the oil obtained from the blubber.

The above statements show an increase in the number of whales caught, but a decrease in oil and guano and an increase in bone as per the following statement:—

	Whales Caught.	Gals. Oil.	Guano, Tons.	Bone, Tons.
1906.....	429	537,021	1,253	762
1907	481	496,862	1,037½	1,136½
Increase.....	52 .....	.....	.....	374½
Decrease .....	.. ..	40,159	215½ .....	.....

Referring to the annexed table of whale fishery products exported from the Colony during twelve months ending June 30th, 1907, shows a decrease of oil of 1,551 tons, and \$48,900 in value. Also a decrease of 539 tons of bone, and \$7,825 in value. Also a decrease of 1,983 tons of guano, and \$59,273 in value. Also an increase of \$829.00 for walrus and whale skins during the same period ending June 30th, 1906.

On the whole the whale fishery and its products show a decrease for 1906-7 of \$115,269 on 1905-6.

THE SALMON FISHERY.

The reports sent in to the Department by the Fishery Wardens are almost unanimous in their statements that the salmon fishery for the past season has been very poor for the net sea fishermen, and that also the river anglers have made only moderate catches. This partial failure is attributed to various causes, bad weather, floods, etc. None of the Wardens, however, give a satisfactory reason for the erratic movements of the salmon. There must be other causes at present unknown. One of the most remarkable illustrations of the erratic movements of this noble fish is the case this season on the Terra Nova River.

In 1906 it was literally fully of grilse, every pool being densely packed with them. Salmon were also in abundance. This year it has been wholly barren. It is the more remarkable when it is remembered that the nets at the mouth of the river were moved this season fully one-quarter of a mile further out.

Our principal rivers on the West Coast, especially these from Codroy and Bay St. George, received better protection this year than usual. As far as our Wardens are concerned they have no doubt done their best, but with the small amount of money at our disposal, it is impossible for men to give their full time at this work. Still it is satisfactory to know that the rivers where saw mills are being operated have been kept in a clean condition, with the exception of a few in Trinity and Bonavista Bays, which it appears had never been interfered with until this year. The rivers of Codroy have been well patronized this summer. The caution boards having been placed further out at the mouths of the rivers, and the appointment of a Warden exclusively for this place pre-

vented nets being placed inside the limit, which gave the salmon a fair run up the river. The catches have not been quite as large as other years, owing chiefly to weather conditions which kept the rivers in flood for the best part of the season.

The same may be said about rivers in Bay St. George, which no doubt have been warded as well as can be expected under the supervision of the Superintending Warden, who certainly understands his work and takes a great interest in it. Some fishermen were prosecuted for polluting some streams with cod offal, which it is to be hoped will have a salutary effect.

The fine river at Salmonier, St. Mary's Bay, has also been visited by its share of tourists, and also anglers, from the city. The salmon does not seem to decrease, and although it was late before the first salmon arrived, still very good catches were made, averaging from three to seven pounds. Fish was fairly plentiful all through the month of August and September.

Other rivers, such as Placentia Rivers, Gander River, Hall's Bay Rivers, have had their share of anglers, and the rivers at Farmer's Arm and Isle au Mortes, in the District of Burgeo and LaPoile, and also rivers in Port au Port have been looked after, and promise to be good streams for salmon in the near future.

The Board is still of opinion that the time has now arrived, owing to the number of Wardens wanted that would give their whole time to the protection of rivers, for putting a tax on foreign anglers, which would not diminish the number of tourists, but enable the Department to pay Wardens a fair salary for the protection and improvement of the rivers in the Colony and its Dependencies.

Salmon Exported Fresh.

1904	.....	129,475 lbs.	.....	\$ 8,768.00
1905	.....	192,053 "	.....	14,383.00
1906	.....	251,156 "	.....	17,931.00
1907	.....	164,302 "	.....	12,260.00

showing a decrease of 86,854 lbs. and \$5,671.00 in value from 1906.

Referring to annexed table of salmon products exported from the Colony during twelve months ending June 30th, 1907, it shows a decrease in pickled salmon of 208 tierces, and \$14,335.00 in value. Also an increase of preserved salmon of 70 cases, and \$364.00 in value. Also a decrease of trout of 444 barrels, and \$2,503.00 in value. Also a decrease of smelts of \$1,651, for the same period ending June 30th, 1906.

The Fishermen of Bay St. George, especially those of Port au Port, having asked to be allowed to use a seine for catching smelts, which is prohibited according to Rules and Regulations, the Board is taking cognizance of the matter, with a view to making a rule for catching of these delicate little fish, especially as they come into land only in the fall of the year, just before ice comes on the coast. The fact of its decrease from last year is owing to the fishermen being prevented from using seines.

A. A. McIsaac, Fork's Pool to Overfall, Grand River:—

Herder and Rennie, St. John's	9	salmon average	12 lbs.
Col. Frecker, England	3	" "	13 "
Sir Bryan Leighton, England	8	" "	12 "
R. Winsmore, New York	6	" "	13 "
C. Gilthen, New York	6	" "	9 "
Dr. Dart, New York	2	" "	9 "
T. Foster, New York	1	" "	9 "
R. Bevine, London	1	" "	9 "
Dr. Rethidge, New York	1	" "	9 "
C. Stickland and Salter, Nova Scotia	10	" "	8 "
Hon. John Harvey, St. John's	4	" "	13 "
J. Seward, New York	1	" "	12 "
R. A. Murray, Boston	17	" "	12 "
James Thorburn, Boston	5	" "	9 "
Capt. Symon, Halifax	15	" "	10 "
Major Dyne, England	40	" "	12 "
J. T. Hutton, England	65	" "	9 "
M. Burnham, Montreal	1	" "	16 "
— Morrisson, Halifax	2	" "	9 "
Dr. S. Triford, New York	11	" "	11 "
Edward Milding, New York	38	" "	9 "
J. DeWolf, St. John, N.B.	13	" "	8 "
Earl Grey, Governor General Canada	12	" "	8 "
W. D. Reid, St. John's	6	" "	8 "
W. D. Hatchway, Boston	2	" "	9 "

Beside grilse weighing from 2 to 5 lbs. and trout from 1 to 4 lbs.

Peter Muir, North and South Branch:—

Dr. T. Hutton, England	6 days	9	Salmon average	11 lbs.
Dr. Patterson, St. John's	2 "	3	" "	7 "
W. W. Chiman, Montreal	2 "	3	" "	16 "
A. B. Morine, Toronto	2 "	3	" "	7 "
F. B. Dyne, England	2 "	6	" "	7 "
S. Salter, Cape Breton	1 "	3	" "	11 "
C. N. Stickland, Cape Breton	1 "	3	" "	7 "
Louis L. Ruford, Montreal	2 "	3	" "	10 "
J. H. Martin, Fall River	4 "	7	" "	8 "
Earl Grey, Governor General Canada	1 "	1	" "	8 "
W. D. Reid, St. John's	1 "	2	" "	8 "
Dr. Geo. Dart, New York	2 "	4	" "	8 "
A. S. Foster, Boston	1 "	1	" "	6 "
C. O'N. Conroy party, St. John's	3 "	3	" "	6 "
H. W. Lancer, New York	1 "	2	" "	6 "
G. B. French, New York	1 "	1	" "	8 "
F. E. Kethrings, New York	1 "	2	" "	13 "
Rev. O'Donovan, Baltimore	3 "	3	" "	7 "
C. P. Cowles, New York	1 "	1	" "	5 "
A. McIsaac, Grand River	1 "	4	" "	13 "
Chas. Blanchard, Grand River	5 "	5	" "	12 "

Besides grilse weighing from 2½ to 5 lbs. and trout from 1 to 4 lbs.

George Shears, Robinson's Head:—

R. B. Boyles, New York	41	salmon average	7 lbs.
J. P. Baxter, Portland	3	" "	7 "
M. Black	3	" "	8 "
C. Rollins and wife, Halifax	1	" "	12 "
Dr. Roy and party, Sydney	9	" "	7 "
Judge McFerrison and party, Kentucky	2	" "	7 "
M. Clarke and party, Sydney	13	" "	7 "
M. Burlen, Boston	5	" "	7 "
M. Dumont, Boston	6	" "	6 "
M. Reddin and party, Sydney	3	" "	9 "
H. W. Crane, Boston	2	" "	8 "
M. Woodley, Boston	2	" "	8 "
M. Wardwell, and party, Boston	27	" "	5 "
M. Myers, Boston	3	" "	6 "
Dr. Smith, Truro	13	" "	5 "
Daggett and Bussey, Boston	10	" "	10 "

Besides grilse weighing from 2 to 5 lbs. and trout from 1 to 4 lbs.

T. Downey, Lower Section Grand River:—

Sir Bryan and Lady Leighton, England.....	22	salmon average	9 lbs.
Edgar Newton, England.....	1	" "	24 "
Mr., Mrs. and Miss Henshaw, Providence	13	" "	10 "
Rev. L. O'Donovan, Baltimore.....	1	" "	9 "
M. Perkins, Colorado.....	2	" "	10 "
T. S. Skelton, Conn.....	12	" "	8 to 20 "
W. Cohen, New York	1	" "	9 "
G. Hatchway, Boston.....	3	" "	9 "
M. Lancer, New York.....	2	" "	10 "

Besides grilse weighing 2 to 5 lbs. and trout 1 to 4 lbs.

G. Knowling and Angus McQuarrie:—

Judge Morton, Boston	3 days	3 salmon average	7 lbs.
G. Parker, Pa.....	5 "	2 "	12 "
		2 dozen trout 1 to 4 "	
M. Parker, sr., Pa.....	2 "	3 "	9 "
M. Munro, Halifax.....	6 "	8 "	14 "
Hon. G. McLean, Texas.....	9 "	9 "	9 "
		and trout 1 to 4 "	
Dr. Thompson, Lynn	4 "	5 "	14 "
Professor G. D. Bussy, Lynn	2 "	2 "	25 "
Dr. Gec. Bart, New York.....	4 "	6 "	12 "
M. Foster, Boston	3 "	4 "	9 "
M. Priffer, Philadelphia.....	13 "	16 "	9 "
Dr. E. J. Keffer, Philade'phia.....	6 "	8 "	10 "
M. Weeks, Philadelphia.....	2 "	2 "	16 "
M. O'Brien, London.....	1 "	2 "	18 "
M. Price, London	3 "	5 "	11 "

And a few others with catches much like above. Very few trout caught although plentiful. A marked improvement in the catch of salmon has been shown in the quantity taken in Little River. The total number recorded this year is about 110 and the approximate weight about 1,150 lbs.

**Fishery Products Exported from the Colony During the Year Ending
30th June, 1907.**

	QUANTITY.	VALUE.	
CODFISH, DRY—United Kingdom.....	51,382 qtls.	\$231,233	
Canada	110,407	605,637	
Malta	2,431	14,746	
Egypt.....	1	6	
Mauritius	90	580	
British Honduras.....	95	570	
British West Indies.....	70,479	403,375	
Spain	203,587	990,650	
Colombo.....	473	2,506	
Costa Rica.....	1,120	6,606	
Maderia	3,722	23,060	
Greece	34,908	165,368	
Panama.....	83	442	
Montevideo	100	600	
A. W. Indies.....	15,417	88,854	
Algiers	30	159	
United States	19,962	119,405	
Italy.....	265,782	1,323,987	
Portugal	307,960	1,832,071	
Brazil.....	334,416	2,063,326	
	1,422,445 qtls.	\$7,873,172	
CODFISH, FRESH—Canada.....		\$ 586	
St. Pierre		32	
		\$ 618	
CODFISH, CANNED—United Kingdom	1 case	\$ 5	
Canada.....	48 "	248	
United States.....	156 "	866	
Portugal	20 "	123	
	225 cases	\$ 1,242	
CODFISH, PICKLED—United Kingdom.....		\$ 36	
Canada		2,529	
United States		3,616	
		\$ 6,181	
CAPLIN—United Kingdom.....	606 brls	\$1,296	
Canada.....	250 "	394	
United States.....	22 "	64	
Spain	30 "	60	
Portugal.....	36 "	70	
St. Pierre.....	8 "	16	
	952 brls	\$ 1,900	
		\$7,883,113	
COD ROES—United States.....	729 brls.	\$3,416	
Canada	143 "	571	
B. W. Indies	1 "	4	
France	165 "	628	
Spain	50 "	250	
United States.....	64 "	155	
	1,152 brls.	\$ 5,024	
EELS—B. W. Indies		\$ 2	
United States		10	
		\$ 12	
HADDOCK—United Kingdom.....	160 qtls.	\$ 960	
Canada	41 "	160	
B. W. Indies	116 "	607	
Italy	208 "	1,061	

	Portugal.....	1,125 "	4,665	
	Spain	52 "	260	
	United States.....	105 "	625	
	A. W. Indies	68 "	340	
		1,875 qtls.		8,678
HALIBUT—				1,217
HAKE—		167 qtls.		838
LING—	United Kingdom.....	716 qtls.	\$3,896	
	Canada.....	137 "	616	
	B. W. Indies	211 "	1,063	
	Italy	880 "	4,510	
	Spain	660 "	3,062	
	Portugal.....	967 "	3,975	
	A. W. Indies.....	48 "	240	
		3,619 qtls.		\$ 17,362
POLLOCK—	B. W. Indies.....	4 qtls.	\$ 18	
	A. W. Indies.....	24 "	120	
	Portugal.....	45 "	226	
		73 qtls.		\$ 364
HERRING, BULK—	Canada.....	17,137 brls.	\$ 22,547	
	United States.....	46,949 "	83,968	
		64,086 brls.		\$ 106,515
HERRING, FRESH—	Canada	14 brls.		\$ 42
HERRING, FROZEN—	Canada	2,412 brls.	\$ 5,485	
	United States	20,405 "	71,366	
		22,817 brls.		\$ 76,851
HERRING, PKL'D—	United Kingdom.....	4,514 brls.	\$ 17,128	
	Canada.....	46,365 "	142,629	
	Mauritius	30 "	150	
	B. W. Indies.....	3,515 "	13,827	
	Colombo	6 "	24	
	A. W. Indies	300 "	1,355	
	United States.....	12,062 "	47,884	
		66,792 brls.		\$ 222,997
HERRING SMOKED—	Canada			\$ 4
LOBSTERS, PRES'D—	United Kingdom.....	9,483 cs.	\$133,379	
	Canada	2,080 "	27,560	
	United States.....	290 "	4,050	
	Belgium	950 "	13,586	
	Denmark	1,195 "	16,932	
	France.....	136 "	1,950	
	Holland	1,995 "	27,835	
	Germany	10,467 "	152,650	
	A. W. Indies.....	1 "	12	
	Brazil	1 "	12	
	Sweden	25 "	350	
	Greece	375 "	5,437	
	St. Pierre	1 "	14	
		26,999 cases.		\$ 383,767
OIL, COD—	United Kingdom.....	1,862 tons.	\$137,053	
	Canada	249 "	17,374	
	United States	2,330 "	170,152	
	Australia	71 "	5,359	
	France	8 "	590	
	Belgium	80 "	6,725	
	Germany	263 "	19,458	
	Austria	27 "	2,002	
		4,090 tons.		\$ 358,713

OIL, COD LIVER—United Kingdom.....	28,829 gals.	\$ 14,035	
Canada.....	11,008	8,866	
Australia.....	250	200	
B. W. Indies.....	125	100	
United States.....	11,175	8,403	
Brazil.....	25	40	
Italy.....	125	80	
Spain.....	10	11	
	51,547		\$ 31,735
OIL, SEAL—United Kingdom.....	3,854 tons.	\$312,659	
Canada.....	248	20,718	
Italy.....	9	630	
Germany.....	207	17,074	
United States.....	141	14,104	
Belgium.....	889	82,572	
France.....	3	210	
	5,351 tons.		\$ 447,967
OIL, WALRUS—United Kingdom.....	15 tons.		\$ 850
OIL, WHALE—United Kingdom.....	2,114 tons.	\$164,682	
Canada.....	38	2,999	
United States.....	56	4,850	
Germany.....	6	480	
	2,214 tons.		\$ 173,011
SALMON, FRESH—Canada.....	161,097 lbs.	\$ 11,961	
United States.....	3,205	299	
	164,302 lbs		\$ 12,260
SALMON, PICKLED—United Kingdom.....	1,556 trcs.	\$ 29,265	
Canada.....	1,981	28,560	
B. W. Indies.....	628	8,334	
Malta.....	16	237	
Mauritius.....	10	140	
United States.....	346	4,376	
Colombia.....	10	145	
Greece.....	4	80	
Sweden.....	70	983	
Italy.....	75	1,250	
Costa Rica.....	20	290	
	4,716 trcs.		\$ 73,600
SALMON, PRESERVED—United Kingdom.....	11 cases.	\$ 58	
Canada.....	176	890	
Brazil.....	6	36	
United States.....	2	10	
Spain.....	2	10	
St. Pierre.....	4	20	
	201 cases.		\$ 1,024
SEALS, DRESSED—United Kingdom.....	3 No.	\$ 13	
Canada.....	6	22	
United States.....	11	63	
	20 No.		\$ 98
SEAL SKINS—United Kingdom.....	28,215 No.	\$ 30,286	
Canada.....	111	137	
United States.....	136,183	163,877	
	164,509 No.		\$ 194,300
SMELTS—Canada.....		\$ 238	
United States.....		589	
			\$ 827
SOUNDS & TONGUES (COD)—Canada.....			\$ 81

STERINE—United Kingdom.....		\$	5,399	
Canada			658	
			<u>6057</u>	\$ 6,057
TROUT—United Kingdom.....	70 brls.	\$	430	
Canada	855 "		5,540	
B. W. Indies	5 "		25	
United States.....	280 "		2,013	
	<u>1,210 brls.</u>			\$ 8,008
TURBOT—Canada.....	285 brls.	\$	1,516	
St. Pierre	1 "		4	
	<u>286 brls.</u>			\$ 1,520
WALRUS HIDES—United Kingdom	254 No.	\$		894
WHALE BONE—United Kingdom	80 tons.	\$	9,115	
Canada.....	800 "		9,339	
United States ..	15 "		164	
France	7 "		700	
	<u>902 tons.</u>			\$ 19,318
WHALE FER'LZER—United Kingdom.....	68 tons.	\$	2,040	
United States.....	625 "		18,720	
	<u>693 tons</u>			\$ 20,760
WHALE SKINS—United Kingdom	25 No.	\$	160	
United States.....	5		25	
				<u>\$ 185</u>
				<u>\$10,058,052</u>

Exports of Codfish, Salmon, Oil, Etc., From Labrador, 1907.

Date.	Vessel's Name.	Shippers.	Cleared For	Quantity.	Cleared From.	Value.
Sept. 7	Nathalia.....	C. & A. Dawe.....	Leghorne.....	4,727	Indian Harbor.....	\$16,544.00
16	Fleetwing.....	do.....	Genoa.....	3,908	Hors Harbor.....	13,678.00
17	S.S. Gwent.....	do.....	Valencia.....	9,700	Domino.....	33,950.00
23	Skudenes.....	do.....	Valencia.....	2,900	Indian Tickle.....	10,150.00
25	Evelyn.....	do.....	Genoa.....	4,211	Domino.....	14,738.00
26	S.S. Dordogne.....	do.....	do.....	10,000	Emily Hrrbor.....	35,000.00
25	Pride of the West.....	do.....	do.....	3,281	Batteau.....	11,483.00
27	Mary Annie.....	do.....	Patras.....	4,082	Black Tickle.....	14,287.00
28	Laura.....	do.....	Paraeus.....	3,021	Pack's Harbor.....	10,573.00
30	Blanche Currie.....	do.....	Genoa.....	4,400	Domino.....	15,400.00
Oct. 5	Elizabeth.....	do.....	do.....	4,000	Indian Tickle.....	14,000.00
12	Isaalt.....	do.....	do.....	3,500	Domino.....	12,250.00
28	Hebe.....	do.....	do.....	3,200	Black Island.....	11,200.00
29	Hans Emil.....	do.....	Calamanta.....	3,000	Black Island.....	10,500.00
28	Ellen James.....	do.....	do.....	4,100	Scrammy.....	14,350.00
28	Castra.....	do.....	do.....	4,226	Occasional Harbor.....	14,791.00
28	Yrsa.....	do.....	Malaga.....	3,202	Sandy Island.....	11,207.00
				<u>75,458</u>		<u>\$264,101.00</u>
Sept. 14	Mystery.....	W. Duff & Sons.....	Valencia.....	2,800	Merchaniman's Harbor.....	\$ 9,800.00
28	Cito.....	do.....	Patras.....	3,538	Dead Island.....	12,383.00
30	Inga.....	do.....	do.....	3,615	Indian Tickle.....	12,652.00
Oct. 12	Rose of Torridge.....	do.....	do.....	3,300	Merchantman's Harbor.....	11,550.00
				<u>13,253</u>		<u>\$46,385.00</u>
Sept. 10	S.S. Airmyn.....	Baine, Johnson & Co.....	Valencia.....	10,447	Battle Harbor.....	\$36,564.00
27	S.S. Ely.....	do.....	Malaga.....	10,910	do.....	38,185.00
Oct. 16	S.S. Valhall.....	do.....	do.....	10,810	do.....	37,835.00
				<u>\$2,167</u>		<u>\$112,584.00</u>
Sept. 17	Famerhere Shutts.....	J. P. Jansen.....	Genoa.....	4,041	Indian Tickle.....	\$14,143.00
30	Unda.....	do.....	do.....	4,080	Comfort Bight.....	14,280.00
30	Gemma.....	do.....	do.....	3,301	Indian Tickle.....	11,554.00
				<u>11,422</u>		<u>\$39,977.00</u>

Exports of Codfish, Salmon, Oil, Etc., From Labrador, 1907 (Continued).

Date.	Vessel's Name.	Shippers.	Cleared For	Quantity.	Cleared From	Value.
Sept. 14	Beatrice.....	J. Rorke & Sons.....	Alicante.....	4,000	Venison Tickle.....	\$14,000.00
Oct. 1	Elizabeth Pritchard.....	do.....	Gibraltar.....	3,500	St. Francis Harbor.....	12,250.00
Oct. 5	Callidora.....	do.....	do.....	4,000	Venison Island.....	14,000.00
				<u>11,500</u>		<u>\$40,250.00</u>
Sept. 6	Clara.....	R. D. McRa & Sons.....	Valencia.....	3,400	Grady.....	\$11,900.00
Sept. 13	M. A. Janes.....	do.....	Patras.....	3,350	Grady.....	11,725.00
Oct. 1	Miss Morris.....	do.....	Genoa.....	4,000	Grady.....	14,000.00
				<u>10,750</u>		<u>\$37,625.00</u>
Sept. 8	Virginia.....	Ryan Bros.....	Valencia.....	3,439	Batteau.....	\$12,036.00
Sept. 13	Esla.....	do.....	Genoa.....	3,600	Batteau.....	12,600.00
Oct. 3	Western Lass.....	do.....	Gibraltar.....	3,200	Hawk's Harbor.....	11,200.00
				<u>10,239</u>		<u>\$35,836.00</u>
Sept. 13	Richard Greaves.....	James Ryan & Co.....	Malaga.....	3,400	Webber's Harbor.....	\$11,900.00
Sept. 27	Nauta.....	do.....	Gibraltar.....	3,000	Hawk's Harbor.....	10,500.00
Sept. 30	Venus.....	do.....	do.....	2,700	Webber's Harbor.....	9,450.00
				<u>9,100</u>		<u>\$31,850.00</u>
Sept. 28	Wm. Prichard.....	Anglo-N.F. Fish Ex.....	Gibraltar.....	4,054	Snug Harbor.....	\$14,189.00
Oct. 31	S.S. Breidablik.....	do.....	do.....	10,600	Shoal Bay Island.....	37,100.00
Sept. 16	C. E. Spooner.....	do.....	Liverpool.....	5,000	Shoal Bay Island.....	17,500.00
				<u>19,654</u>		<u>\$68,789.00</u>
Sept. 27	Hero.....	E. Hiscock.....	Exeter.....	2,600	Mark's Harbor.....	\$9,100.00
Sept. 28	Cecilia.....	do.....	Bristol.....	2,305	Holton.....	8,068.00
				<u>4,905</u>		<u>\$17,168.00</u>

Sept.	13	Grace	Geo. Gosse	Plymouth	2,700	Dark Tickle	\$9,450.00
	24	Rose	do	Queenstown	2,200	Dark Tickle	7,700.00
					<u>4,900</u>		<u>\$17,150.00</u>
Sept.	28	Industry	P. Templeman	Gibraltar	2,410	Indian Tickle	\$8,435.00
	28	Ofelia	do	do	2,259	Grady	7,907.00
					<u>4,669</u>		<u>\$16,342.00</u>
Sept.	29	S. S. Expedit	E. W. Kennedy	Genoa	9,841	Frenchman's Island	\$34,444.00
	Oct. 13	Gracie	do	Gibraltar	3,268	Frenchman's Island	11,438.00
					<u>13,109</u>		<u>\$45,882.00</u>
Ang.	19	Checkers	Job Bros. & Co.	Valencia	2,500	Blanc Sablon	\$8,750.00
	Sept.	9	S. S. Usk	do	Malaga	8,000	do .....	28,000.00
26		S. S. Jamiaca	do	do	7,405	do	25,918.00
					<u>17,905</u>		<u>\$62,668.00</u>
Ang.	31	Little Gem	E. Penney & Sons	Leghorn	3,130	Isle au Bois	\$10,955.00
	Oct.	10	Royal Lister	do	Gibraltar	3,300	do .....	11,550.00
					<u>6,430</u>		<u>\$22,505.00</u>
Sept.	30	Antoinette	Norman Munn	Liverpool	3,815	Long Island	\$13,353.00
	7	My Lady	C. A. Jerrett	Patras	3,300	Indian Harbor	\$11,550.00
	24	S. S. Managua	Harvey & Co	Genoa	9,389	Smokey Tickle	\$32,861.00
	26	R. J. Owens	M. & R. O'Brien	Lisbon	3,503	Punch Bowl	\$12,263.00
	27	Mary and George	F. Jerrett	Gibraltar	3,000	Smokey Tickle	\$10,500.00
	27	Renown	Wm. Butt	Halifax	1,825	Shoal Bay Island	\$6,388.00
	30	Ellen F.	S. B. Fequet	Bras D'Or	100	Pack's Harbor	\$350.00
	Oct. 2	Anna	Bowring Bros	Gibraltar	3,700	Turnavick, West	\$12,950.00

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Exports of Codfish, Salmon, Oil, Etc., From Labrador, 1907 (Continued).

Date.	Vessel's Name.	Shippers.	Cleared For	Quantity.	Cleared From	Value.
Oct. 12	Louise Ernest.....	J. E. Sheppard	Exter	<u>2,200</u>	Fishing Ships Harbor.....	<u>\$7,700.00</u>
Sept. 4	Blowden	J. W. Hiscock	Alicante.....	<u>3,300</u>	Comfort Bight.....	<u>\$11,550.00</u>
Oct. 5	Eliza. Llewellyn	G. Soper & Sons	Gibraltar	<u>3,900</u>	Cape Charles	<u>\$13,650.00</u>
28	Maagen	J. V. O'Dea & Co	Patras	<u>3,000</u>	American Harbor.....	<u>\$10,500.00</u>
12	Lief	T. & J. Dunn	Lisbon	<u>3,000</u>	Snug Harbor	<u>\$10,500.00</u>

Exports of Codfish, Salmon, Oil, Etc., From Labrador, 1907.—(Continued.)

Salmon.			
Hudson Bay Co.....	617 tierces	London	\$14,861.40
Robert Reid	45 "	Canada	544.00
S. B. Fequet	53 "	"	640.00
	715		12.00
E. Penny & Sons	1 barrel		<u>\$16,057.40</u>
Trout.			
S. B. Fequet.....	120 barrels	Canada	\$960.00
Robert Reid	1 "	"	8.00
	121		<u>\$968.00</u>
Cod Oil.			
E. Penny & Sons	2 tuns	Canada	\$137.50
Robert Reid	3½ "	"	200.00
S. B. Fequet	2 "	"	100.00
	7½		<u>\$437.50</u>
Seal Oil.			
Hudson Bay Co.....	6½ tuns	London	\$562.16
Herrings.			
E Penny & Sons	25 barrels	Canada	\$100.00
Robert Reid	3 "	"	\$12.00
	28		<u>\$112.00</u>
Dried Caplin.			
Levi Pardy.....	1 barrel	Canada	\$1.00
Feathers.			
Hudson Bay Co.....	233 lbs.	London	\$30.29
Whale Bone.			
Labrador W. & M. Co	320 tons	Canada	\$2,560.00
Lumber.			
Grand River Lumber Co	1,536,396 ft	Canada	\$23,046.00
Grand River Lumber Co	217,055 ft	England	3,255.00
	1,753,451		<u>\$26,301.00</u>
Furs.			
S. B. Fequet.....		Canada	\$200.00
Hudson Bay Co.....		London	22,287.75
Revillion Bros		France	11,000.00
			<u>\$33,487.75</u>

Recapitulation for Countries.

Gibraltar for orders.....	78,832 qtls.	\$275,913.00
Spain	86,213 "	301,746.00
United Kingdom ..	20,820 "	72,870.00
Italy.....	71,909 "	251,681.00
Portugal.....	6,503 "	22,761.00
Canada.....	1,925 "	6,738.00
Greece	23,291 "	81,518.00
	<u>289,493 qtls.</u>	<u>\$1,013,227.00</u>

Comparative Statement.

1906	250,887 qtls.	\$1,030,432.00
1907	289,493 "	1,013,227.00
Increase for 1907	38,606 " decrease	17,205.00

Recapitulation, 1907.

Dry Codfish.....	289,493 qtls.	\$1,013,227.00
Salmon	715 tics. 1 brl.	16,057.00
Trout	121 brls.	968.00
Cod Oil	7½ tuns.	437.00
Seal Oil.....	6½ tuns.	562.00
Herring.....	28 brls.	112.00
Dried Caplin	1 brl.	1.00
Feathers	233 lbs.	30.00
Whale Bone	320 tons.	2,560.00
Lumber.....	1,753,451 feet.	26,301.00
Furs		33,487.00
		<u>\$1,093,742.00</u>

Report of Wardens—Extracts.

JOHN HAMILTON, Jackson's Cove to Seal Cove Head.—Codfishery in this section fair. Labrador craft mostly returned with poor catches. Lobster fishery below the average, caused mostly by lateness of season and interfered with by ice, which resulted in a short fishery. There were twenty-seven factories operating in this section. Total number of cases packed, 170.

WILLIAM LANNING, Seal Bay Head to North Head of Fortune Harbor.—The codfishery has been fairly good. Only for the appearance of dog fish on the coast the voyage would have been an average one. The salmon fishery has been very poor—the poorest for twenty years. A few mackerel were taken in codtraps and herring nets. It is hoped they will visit us in larger quantities in the near future. Herrings of a superior quality were also taken in Seal Bay. The lobster fishery has been good for the time the traps were out, the ice having prevented the putting out of traps in the early season, but for this the fishery would have exceeded that of last year, as lobsters were much better and much larger than other years. The pack in this section was about 250 cases.

F. W. NEWMAN, North Head to Birchy Cove.—The lobster fishery has been fairly good, the catch on the whole better than last year, 360 cases having been packed in this section. Salmon have been very scarce. Codfishery fairly good in traps and hook and line.

THOMAS LACEY, Moreton's Harbor to Herring Neck.—The lobster fishery has been fairly good, some packers having done much better than last year, the amount of cases packed in this section being about 300 cases. Codfishery fairly good, but salmon much scarcer owing to so much easterly wind in the early part of the season.

ABRAM LILLY, Exploits River and Bay.—The lobster fishery in this section has not been so good as last year, and most fishermen think that the fishery should be closed down for at least three years. The amount of lobsters packed in this section was about 160 cases. The salmon fishery both in the bay as well as on the coast has not been so good as usual, only about fifty tierces being packed. All the rivers were in good condition when I placed caution boards in position, but salmon were scarce and acted strange. There was considerable more salmon went up Exploits River in September than in July, even as late as September 13th. I found more fish in the spawning holes than ever, and yet there was less caught outside.

J. B. WHEELER, Musgrave Harbor.—The lobster fishery began very late owing to the ice being on the coast. It was the first day of July before any lobsters were packed, and on the whole the fishery has not been an average one. About 475 cases packed in this section. Fishermen are of opinion that there should be a close time for a year or two, or licenses limited to a certain number. Salmon fishery has been very poor. Owing to so much rain salmon did not run in brooks as usual. Caplin was in abundance, stayed a long time, but did not come in the coves as usual. Squid seems to have left this section of the coast. Squids that were taken were secured in Bonavista Bay, which is a hardship on fishermen, as without squids the fall fishery cannot be carried on. The trap and hook and line men did well and secured fair voyages; the pre-

vailing easterly winds kept the fish on the coast. Labrador fleet consisting of ten vessels did but very little. There are sixty-six codtraps in this section.

JAMES POND, Greenspond to Happy Adventure.—The codfishery on the shore has been fairly good, but the Labrador fishery is far below the average. Caplin were fairly plentiful and stayed on the coast up to the middle of August, since which squids have been fairly plentiful. The salmon fishery much the same as usual. The lobster fishery shows a decided improvement since last year, 278 cases having been packed in this section this year.

EDWARD THOMAS, Salvage.—The codfishery on the shore has been the best for a number of years for hook and line men; caplin and squid have been plentiful. Labrador schooners returned very poorly fished. The salmon fishery has been the worst in this place, in fact it is a total failure. The lobster fishery shows no sign of depletion, in fact packers report lobsters more plentiful this year than for some years past. There are sixteen factories in this section and they packed some 250 cases.

GEORGE HAINES, Jamestown.—The lobster fishery was not as bad as anticipated. The lobsters show a gradual falling off from season to season. Still the packers, owing to good prices have done fairly well. There are twenty-nine factories in this section that packed 281 cases of lobsters, which seems a slight increase on last year. The putting of labels on tins is a step in the right direction. The packers seem jubilant over it, as a better pack and higher prices will be the result. Herrings were very plentiful in this vicinity. Labrador men returned with poor catches. There are some seventy-one schooners in this vicinity with an average catch of 175 quintals, being the smallest catch for a number of years.

WILLIAM DAKIN, Salmonier, N. S.—The codfishery this year on the whole has been much better than usual. Herrings were easily procured for bait, as also caplin. Traps did fairly well averaging from 200 to 300 quintals. When squids came in, boats with five men and two dories did remarkably well, some of them getting over 200 quintals on squid bait. On the whole the codfishery has been good, if weather had been favorable for curing. Salmon were late in coming in owing to the caplin being late and also a prevalence of easterly winds. About fifty cases of salmon were packed by lobster fishermen. Sea trout from 2½ to 3 lbs. could be taken from June 15th to the end of season. The lobster fishery was fair, the sixteen factories in this section averaging fifteen cases.

THOMAS CONNORS, Peter's River to St. Mary's.—Reports that the cod fishery has been poor, some of the traps having done next to nothing. Since September came in the hook and line men about Broad Cove did fairly well when they got bait. The salmon were fairly plentiful, but the heavy rain put an end to hauling them outside, and drove them up the river. Sea trout were also fairly plentiful.

GEORGE ROSS, Paradise to St. Lawrence.—The lobster fishery has been much the same as last year. I visited all the factories at different times, and found the Rules and Regulations fairly carried out with the exception of Rule 8. I have cautioned all that if they do not obey the Rule they will be prose

cuted. The whole catch in this section was about 950 cases. The salmon this year have been scarce, but have had a good chance to get up the rivers owing to plenty of water. The codfishery was much the same as last year, and Bankers rather better.

C. C. PITTMAN, Lamaline and vicinity.—Codfishery: The first codtrap was put out on May 8th, and others a little later on, with the result that a gale coming on they were taken in torn to pieces. This is too early for traps. I submit that they should not be put in the water before May 25th, at the earliest, so as to protect the fishermen against themselves. The trap fishery opened and continued fair until July 27th, when all traps were taken in after a southeast gale, the approximate for eighty-two traps being about eighty-five quintals each. On July 31st fish struck in again. Traps were rushed out and good catches made, bringing up the total catch to about 16,000 quintals. After the trap fishery closed very little was done here owing to bad weather. Caplin and squid were fairly plentiful, and no breaches of the rules came under my notice.

Lobster Fishery: There were only three lobster factories operating in this section, with a total catch of forty-seven cases.

Salmon Fishery: The salmon were not plentiful this season; only a few caught in traps. There were also very few in the rivers, but as the brooks were swollen about the time the salmon were going up, they had no trouble in making the run right up to the spawning ground.

W. P. LAKE, Fortune.—The lobster fishery has been rather better than last year. All our fishermen are pleased with section 14, as they believe it will be a saving of the fishery. The total catch in this section was 251 cases. The shore codfishery has been much the same as last year, and the Bank fishery has been good, but the weather very bad for curing fish.

B. BRAZIL, Garnish.—The lobster fishery has been a little better than last year, there being about 646 cases packed, which have been sold at about \$16, making a total of \$10,000 in this small section of the District; average number in each can $6\frac{1}{4}$. The salmon fishery has been very poor along the shore, but in the river the salmon have been abundant. The few sports that came on the river had some good fishing.

E. G. COLLIS, Rencontre.—The codfishery in this section has been poor with the exception of the Bankers, who have done well, which compensates in a great measure the poor catch on the shore. The lobster fishery has had again another falling off in the catch, with the exception of one or two places that packed more lobsters this year than last, with the same number of traps. The number of lobsters packed in this section was 942 cases; average number in each can $7\frac{1}{2}$. The herring fishery, which has been almost nil for a few years, begin to show signs of old times coming back. Large quantities of small herrings are seen all along the shore, which seem to be increasing in size, and it is only a matter of a few years when herring will be again as plentiful as ever. It is to be hoped that legislation will step in and prevent the wanton destruction of a few years back. The salmon fishery has been very poor in this sec-

tion of the District, particularly at Long Harbor. There was about 150 cases packed that came under my notice.

PHILIP CLUETT, Belleoram.—The catch of lobsters this season was better than last year, 544 cases being packed; average number of lobsters per can, four. The salmon fishery was almost a failure, only twelve cases being packed that came under my notice. The codfishery both Bank and Shore, has been better than for the past ten years, the Banking fleet having an exceptional good season, but poor weather for drying fish.

MARK WAY, Pass Island, Bay D'Espoir.—The codfishery up to June first was the worst on record, but as the summer advanced the fishery improved, and the large prices paid brought a certain means of prosperity to the fishery. The salmon fishery this year was not as good as last. Most of the salmon caught in Hermitage and vicinity were exported in a chilled state and, I think, proved a profitable venture to all concerned. The lobster fishery showed a slight improvement last year. No breach of the rules came under my notice. Herrings did not appear as scarce as a few years ago.

J. CAMP, Pushthrough.—The catch this year was much the same as last, although the high prices paid for lobsters made it more profitable. Three hundred and seventy-two cases were packed in this section; average number of lobsters per can $5\frac{1}{2}$. The salmon fishery has not been as good as year; about half the catch has been canned and some shipped away fresh. The codfishery was rather poor in spring but gradually got better, and on the whole the voyage will be something better than last year. Bait has been fairly plentiful and, in my opinion, in a few years, if protected, the herring will be just as plentiful as in former years. They seem to stay in deep water and come to land in abundance for the spawning season.

PHILIP DICKS, Burgeo.—The codfishery at Burgeo has been poor, but East and West rather better than last year. Squid has been plentiful at all points, but herring scarce. The lobster fishery has been much the same as last year, the amount of lobsters packed being 230 cases. All rules and regulations have been strictly carried out.

R. FURNEAUX, Rose Blanche.—The weather being so backward for fishing operations at the beginning of the season, particularly the lobster fishery, did not commence much before the first week in June. I then started visiting the factories, and found each packer in possession of a License, the number of which I noted in my book. On my last visit I had a good opportunity of inspecting traps, and found that they were legally made, and I am glad to report that everything in this section has been found very satisfactory, with the exception of one place, where traps were made illegally. On investigation found that these were traps that were picked up, supposed to have drifted from Cape Breton. Evidence was taken on this matter and the case dismissed. The total catch of lobsters compared favorably with last year's catch, and the size of lobsters, according to the quantity taken to fill a case, shows that there is no diminution in the size. The returns show the total catch to be 434 cases, compared with 452 last year; total number of factories 54, average number of lobsters per can $4\frac{3}{4}$. Salmon fishery not as good as last year, accounted for by having so much northeast wind. The codfishery on some parts of the coast has been

more lucrative than for many years, whilst in other parts, where trawls are not used, the fishery is not up to an average catch. Squids have been fairly plentiful, and sufficient have been already taken to supply the needs of the winter and spring fishery. Made a special visit to Farmer's Arm and Isle au Mortes, where two sub-Wardens have been appointed. At Farmer's Arm I found the sub-Warden camped near the Brook. In this brook a quantity of grilse are to be seen, as well as large sea trout. Formerly this brook was netted a good deal at night, but I am glad to know that the Government has found the means of providing a remedy for this great evil. It is one of the sporting haunts not yet known to pleasure-seekers. No doubt, when once found out, it will induce many to pay it a visit. At Isle au Mortes Brook I gave sub-Warden instructions how to carry out the law in case he knew of any infringement. This brook is not yet well known, but when it is it will be a favorite place for sportsmen being near to Port aux Basques.

Lobsters Packed.

THOMAS GALE, Sandy Point to Highlands, Including fresh.	543 cases lobsters 1,500 brls. herring 125 brls. salmon.
A. SIMON, Stephenville to Cape St. George.	600 cases lobsters 3,900 brls. herring 20 brls. salmon 10,566 lbs. fresh.
P. AUCOIN, Cape Gregory to Bottom East Bay,	775 cases lobsters 569 brls. herring.
M. CASHIN, East Bay to Shag Island.	1,120 cases lobsters 566 brls. herring.

Want time for opening to be on May 1st to August 10th, instead of April 20th to July 31st.

ALBERT RICE, White Bay.—Codfishery was fairly good at the beginning of the season, but bait scarce. Hook and line men did well, got most of their fish with jiggers. Traps did not do so well as last year. A few averaged about 250 quintals, but most of them had less than 100 quintals. The caplin not having come to land but kept in deep water, prevented fish from coming in. Herrings were very plentiful for about a fortnight on the North side of the Bay and also about Sopp's Island, but have not been seen since. Salmon was scarce on the coast but apparently in the rivers they were plentiful, the salmon coming in the middle of the Arm and straight up the river. The lobster fishery was bad owing to the lateness of the season caused by ice interfering with traps.

Caribou were plentiful; otters and foxes were scarce. Some people think the scarcity of rabbits which seem to be gone altogether, is the cause, as they keep more in the interior. The beaver in a few places are plentiful, but do not seem to remain long in one place. No violation of the Rules have come under my notice.

NICHOLAS PETERS, Hall's Bay.—Salmon was scarce in the early part of the season. Two American sports camped at the falls one week; only one salmon, and left for Exploits. Up to the end of June heavy rain making rivers very high; plenty of salmon. Water being warm, fish kept at the bottom in deep pools, sea trout were also plentiful. About the middle of August river falling a few local sports did fairly well. Caught 40 salmon averaging 4 lbs. September came in fine and salmon went up the river. A quantity reported in the steady about 18 miles up Indian Brook. On the whole the salmon fishery has been poor owing to the weather.

JOSIAH GOODYEAR, Gander River.—Salmon were very scarce in the first part of the season, but the river was high and kept high until late in August, so that salmon went up the river. On Salmon Brook, Mr. J. Syme, of St. John's caught eight. Two gentlemen from Scotland caught twenty-two, weight, two and a half to eight pounds. On the Main River there were but few caught, the river being so high that it was impossible to get to the right pools until too late in the season. The catch in Gander Bay was the poorest for a number of years, only about twenty-five tierces being taken.

RICHARD BRIFFETT, Terra Nova River.—The salmon fishery has been very poor on the outside, but up the river salmon and trout have been very plentiful. The few sportsmen that came on the river did fairly well. Those from the Old Country were delighted with Terra Nova. The beauty of the falls and the scenery all around made it a perfect paradise to tourists. The difficulty with this river is that most of the guides do not understand the best fishing pools where they are always to be found if in the river. There was no violation of the Fishery Rules and Regulations.

THOMAS POWER, Placentia.—Trout and salmon did not strike the Placentia rivers until late in July, and then not at all as plentiful as other years. The majority of the tourists got good catches of trout, but only a few secured good catches of salmon. Some people object to our people using bait, and request me to suggest to the Department the advisability of using flies only. There were no obstructions found in the rivers, or no violations of the Rules and Regulations during the season.

PATRICK HURLEY and LAWRENCE MURPHY, Salmonier.—Salmon did not appear in the river as early as previous years, the first salmon showing up about July 1st. Caplin were late, and we think that is the reason why salmon did not come up sooner. On July 4th the river was visited by the Governor and party. As he fished at the lower portion fish were passed up, consequently he did not get many. On July 5th A. B. Morine and party visited the river and remained about four weeks, taking three hundred salmon, averaging from four to fifteen pounds. On July 6th Mr. Munn and party visited the river, staying four days and securing thirty-five fish, averaging six pounds. Quite a number of other sports visited the river, securing fair catches of salmon, averaging from three to seven pounds. Fish were fairly plentiful at fall all through the month of August and up to September 15th.

W. E. PARSONS, Harbor Breton.—I beg to submit to the Department of Marine and Fisheries my eighth annual report of the fishery in this section un-

der my supervision. It differs but little from that of other years, as the various branches of the fishery run along pretty nearly in the same channel every year.

I travelled up and down the coast at intervals during the operative part of the season, visiting chiefly the lobster factories, and principal fishing stations. The Rules and Regulations respecting the fisheries have been fairly well observed, though in a few instances to do so was thought a very painful duty by the fishermen to perform, which I shall give in dealing with different divisions of the fishery appending my statement.

The codfishery: This industry, as is well known, is a very important one, and may be classified as follows—Bank, Gulf or Strait, and Shore fishery. There were in this section this year twelve bankers, carrying 157 men and sixty eight dories. The whole catch amounted to about 10,000 qtls., or an average of about 833 qtls. per vessel. The highest catch was 2,100 qtls., and the successful one securing it was Captain J. Lewis, M.H.A., who still retains his former reputation as high-liner. Considering the high price paid this year this is no mean industry. The Gulf or Straits fishery is prosecuted by the smaller craft, all of which this year did fairly well, far above the average catch. Lastly is the Shore fishery, in which about one-fifth of the people were engaged. This particular branch has fallen off somewhat. The cause is due in part to the roughness of the weather in the early part of the season, and partly from lack of bait, as herrings are not very plentiful at times, and this is the chief bait. Nearly all engaged use trawls. There were only two traps in this section. Rule 61, prohibiting the use of codnets between St. John's Head and Pass Island, has been greatly felt by the fishermen within that area, who contend that the using of codnets by the shore, during the caplin school, is no hurt, as the fish is then moving after the caplin, and when glutted (to use the local term) can be caught in no other way. They agree that using nets on the fishing grounds and in the bays may injure the fishery, but not by the shore when fish are following the caplin. They say they are at a great loss in having to conform to this rule, and that it was petitioned for by those who had no net to use, and who would gladly do so now if they could.

The Lobster Fishery: The lobster fishery this year is a little in advance of last year. The season began with no very encouraging results, as high winds proved very destructive to traps, and in many cases the fishermen lost nearly all they possessed. But after the first few weeks a more moderate season has not been experienced in the history of the lobster fishery, to which the improvement in catch is mainly due. Lobsters are still getting smaller, even at the headlands, where they were always fairly large. This points to the fact that they are getting pretty well fished out, as the fishermen say. The number of female lobsters is also decreasing, which may readily be supposed for the same reason that they are caught before reaching maturity. This fish seems to have an extraordinary tendency, and but for the protecting regulations would decline far more rapidly. Owing to each packer having to label his tins has greatly improved this valuable article.

Herring Fishery: The herring fishery in this section is chiefly confined to Connaigre Bay for bait purposes. Since January last 8,000 barrels have been

caught, of which not more than 200 barrels have been packed, the rest having gone to supply the fishing fleet with bait, all of which were local bankers and the smaller schooners, realizing as much as \$30 a dory load of about ten barrels each. The total value of this fishery is about \$10,000. Since the end of May large herring have been very scarce, but small ones innumerable. The large are now beginning to put in an appearance, and one schooner is now at Connaigre Bay for a cargo, which it seems will be obtained without difficulty.

Trout and Salmon: The salmon fishery this year has fallen off considerably, it being only about one-third that of last year. The salmon caught were much larger this year than others, but the season was very short. Nearly the whole of the catch was tinned, as nearly all of the salmon catchers are lobster packers, and they find it more convenient to tin them, and also they realize more for them. Very few were salted. Trout are fairly plentiful in streams and ponds, but the sport is chiefly confined to local anglers.

E. L. GOFF, Port Saunders to St. Barbe.—I beg to submit the following report of the fisheries from Port Saunders to St. Barbe for the year ended December 31st, 1907.

Herring Fishery.—About June 25th herrings of a large size appeared near a shoal outside the headlands of Port Saunders, where they spawned. Only a small quantity was netted, and the amount captured during the entire year was not sufficient to supply the fishermen with lobster bait. Small herrings were numerous in Port Saunders and Port au Choix at various times from June to December.

Salmon Fishery.—Net fishing, though not prosecuted to any extent, showed that salmon were more plentiful than last year. An increased number of sportsmen fished the streams on the N. W. Coast the past summer, and without exception they expressed their satisfaction with the excellent results obtained. Many of them found pleasurable diversion in cod fishing, which for a time proved as great an attraction as the sport in the salmon pools. It is pleasing to note that in this particular section not one case of illegal fishing on the rivers have been reported.

Codfishery —Perhaps never before in the history of the N. W. Coast had the fishing season opened so auspiciously. Early in July news from Cow Head spread along the shore that fish were plentiful in that vicinity, and upon the heels of that report came startling confirmation of its truth; large schools of fish could be seen "breaching" for miles, and the placid waters were agitated by the teeming millions of cod. Old residents, pessimistic and reminiscent, who harp continually on the abundance of fish in the old days, grudgingly admitted that they had never witnessed such a spectacle. Visiting tourists viewed it with wonder; commented freely on the marvelous stability of the industry, and said that the sight well repaid for the tedium of their journey. Trappers were catching more than they could handle when progress was arrested by a general shortage of salt, and long journeys in open boats were made in search of this indispensable commodity. Meanwhile the home crews put away what fish they could by weak pickling or light salting. As I travelled along the shore I was the bearer of many messages and orders for salt. It was remarkable that along

a stretch of over one hundred miles of coast the fish were unusually large and plentiful and in prime condition. The closing weeks of July witnessed busy scenes in this section, and days of unbroken calm alternating with periods of gentle easterly breezes lightened the labors of the fishermen as they gathered in their harvest. On the 20th of August one of the most successful fisheries ever known on the coast was practically closed. Many minor disputes were settled by appealing to the common sense of the disputants. One person was fined \$20 and costs for a breach of the 48th section of the Fishery Regulations.

A considerable quantity of fish was badly cured this year. I attribute the reason to light salting, packing, and careless washing. Every species of fish has marine worms or other peculiar parasites adhering to its skin. These, from their nature, are not so readily affected by salting as the meat of the fish, are not easily dislodged except by careful washing, and are transferred to the "face" of the fish in the course of packing. In unfavorable weather under conditions mentioned above, their presence promotes that sliminess which results in an inferior product. It is a notable fact that those who employ pumps and use them freely in their fishing stages, invariably produce a better cured article than others who economize on water.

There is no question regarding the superiority of dry-salted fish over the pickled article; yet the practice of pickling fish is assuming such proportions as to demand correction. It tends to lower the price of our staple which in point of cure does not always compare favorably with that of France, Norway or Iceland, although our fish is considered to be superior in flavour. The popular policy is quantity, not quality, and for a fishing country, our standard for Newfoundland cod is very low. The solution of the difficulty lies with the local buyers and the Government. Concerted action on the part of the former and legislation by the latter would do much to remedy the evils that threaten the sources of our common maintenance.

Instead of leading the world in the matter of improved methods of curing all kinds of fish, we do not even imitate the characteristic virtues of other fishing countries. A spirit of unprofitable conservatism and prejudice against innovation pervades the generality of our fishing folks, who employ centuries-old methods in our leading industry, even when the means are manifestly detrimental to the interest of all concerned. Progressive farming countries offer prizes for superior farm products—a policy about which there is nothing speculative. Why not in this country do the same for fish products. The "almighty dollar" is a great educator, and a cash incentive in the shape of a Government bounty on high grade fish, would work wonders. This is an age of specialization. Fish curing should be our specialty.

Lobster Fishery: On my first visit to the factories in this section I found all packers, except one, duly licensed, and their canneries in general orderly and well conducted. The prevailing easterly wind that brought such a harvest of cod to the shore, militated against the lobster fishery, and despite the strenuous efforts of the fishermen to make good by employing a greater number of traps and frequently changing the position of their trawls, they failed to secure even an average catch, the total being far behind last year's. The general opinion is that this shortage is not due to an actual shortage of lobsters, but to the low

temperature of the water the past season, which rendered them stupid and inactive. The correctness of this view was borne out by the fact that large numbers could be seen on the bottom, and although surrounded by fishing gear they would not trap. It is probable also that the lobsters were sated by an abundance of their natural bait. There was little to retard fishing operations during the summer, there being a notable absence of stormy weather. Owing to the meagre returns received for their arduous labor, many non-resident packers abandoned the enterprise in July, and before the 20th August I found most of the camps in St. John's Bay deserted.

No serious violation of the Lobster laws came under my notice. It is worthy of mention that a marked improvement in the quality of the pack was noticeable, and the cannery operatives appeared sensible of the importance of their duties by the care and cleanliness exercised in packing. Happy results of the system of labelling tins with the packer's license number.

The maximum price paid for live lobsters by the factory proprietors was \$4.25 per hundred pounds—an increase of about one thousand per cent. in seventeen years.

It is thought that the close season in fall will prove a blessing in disguise, and check the depletion of this important fishery.

A. J. O'REILLY, Supervising Warden, Bay St. George.—I beg to submit my report as Supervisor of Wardens in Bay St. George and Port au Port, for the season of 1907.

I visited all the streams in my care during the opening days of the fishing season, placing caution boards at a further distance than usual from the point of debouchment, where the formation of the river mouth made such change necessary. There were not so many heavy catches of salmon on the rivers this season as last. In fact, last year was a banner year in that respect, nor did the fish caught this season range as heavy in weight. This was not caused by any scarcity of fish in the streams, but through weather conditions, there being a constant down pour of rain, which kept the rivers in flood from the first of July till the end of August. Nevertheless, many catches of from 15 to 25 salmon to a rod have been secured.

A matter of congratulation to all interested is the excellent clean condition of the saw mills operating on our salmon rivers this year. I visited them all, and in no one instance was there cause for complaint. With very little labor and expense improvements have been made which prevent the escape of sawdust into the streams. The steps taken by the Department to punish those who were breaking these regulations have worked a reformation which could be obtained by no other means.

Six fishermen of Middle Barchoix were prosecuted for polluting that fine salmon stream with cod offal. No complaints of disregard of the fishery Regulations reached me this year from the Wardens on the rivers. This does not mean increased efficiency, but in my opinion increased indifference. There are men among the Wardens here who would make most efficient officers if reason-

ably paid but they get from \$35 to \$60 to guard the rivers during the five best earning months of the year. The result generally is that they give themselves to their usual avocations in their endeavors to make a living, and any spare time that may be on their hands is given to wardening the streams. In the beginning of the salmon fishery I had to remove a fleet of salmon nets that were set almost in the mouth of Robinson's River, the Warden at the time being absent in another part of the District on a fishing voyage, which would take nearly a month. In this he was not singular, as other Wardens were similarly engaged. These facts are not new to the Department. The remedy would be to pay the Wardens for actual service given, to pay them well, to pay by the month, and then to get each man's whole time during the time he is in the employ of the Department.

The amount of money spent by sportsmen visiting Newfoundland is increasing year by year, and will soon be an important addition to our people's earnings. At the picturesque little village of Robinson's Head about \$7,000 of American money was left by sportsmen during the past five years.

The lobster fishery is the all-important fishery in Bay St. George and Port au Port. Its value this year, from statistics which are not quite complete, is \$42,400. Surely a fishery which brings in such a golden harvest to those engaged in it is worth preserving. The laws regulating this fishery are more excellent than those governing any other fishery in our waters; unfortunately they are in many instances violated.

This year I found it necessary to prosecute several factory owners for the use of illegal traps, and some others for packing small and spawning lobsters. It is the opinion of the intelligent and law-abiding factory owners of Port au Port and Bay St. George, that if this fishery is strictly warded, and the laws enforced for five years, the output can be doubled, if not, that within a few years this valuable industry will be a thing of the past.

The majority of opinion amongst the fishermen is in favor of abolishing hand-traps. These traps are set close to shore, and catch the spawning fish. What happens after they are caught at the present figure of \$16.20 per case, for lobsters, is not hard to conjecture.

The following particulars of the fishery will be found reliable. The herring fishery is about 3,700 barrels in excess of last year, and considering that no herrings were brought by our schooners this year from Labrador, the local catch is really over 7,000 barrels above that of last year.

Bay St. George.—Herring.

St. George's Harbor.....	13,370 barrels.
Stephenville to Cape George.....	4,083 "
Sandy Point to Highlands.....	1,550 "
	<hr/>
	19,003 barrels

Lobsters.

Bay St. George.....	1,115 cases
Port au Port.....	2,650 "
	<u>3,765 cases</u>

Cod.

Trawls, hook and line.....	1,250 quintals
Traps	545 "
Caught by schooners at Labrador.....	2,350 "
	<u>4,145 quintals</u>

Salmon.

Fresh, exported.....	33,714 lbs.
Salt, pickled.....	87 brls.

A large quantity of fresh salmon was this year shipped by rail to St. John's and realized good prices.

F. STARES, Port Blandford.—I have the honor to submit my report in connection with my work as River Warden for season just ended.

Owing to the backwardness of the season it was late when the salmon took to the rivers in this vicinity. Anglers who visited the rivers here this season report seeing quite a lot of salmon in North West River. I saw a number of salmon myself enter the rivers. The North West River has the appearance of being one of the finest salmon rivers on this part of the coast, but the fact that this river having been so regularly poached for years back that the salmon to a great extent have been driven from their spawning places, and it will take a few years of careful watching for them to gather back again; and the same can be said about the S. W. River and Salmon River. Good catches of trout have been taken here the past season. In October herring of a fine quality were very plentiful here in the Arms. The Game Laws in this neighborhood have been considerably violated in the past, but I will endeavor to rectify matters in that line.

Marine and Fisheries Appointments, 1907.**NOTRE DAME BAY.**

Jackson's Cove to Seal Cove Head	John Hamilton
Jackson's Cove to Seal Cove Head	Nicholas Peters
Seal Bay Head to North Head of Fortune Harbor	William Lanning
North Head of Fortune Harbor to Birchy Bay.....	F. W. Newman
Moreton's Harbor to Herring Neck, including Mainland Birchy Cove	Thomas Lacey
Exploits River and Bay	Abram Lilly

FOGO.

Gander: Upper and Lower.....	Josiah Goodyear
Mainland, Fogo District.....	J. B. Wheeler
Fogo and the Islands	A. J. Fitzgerald
Round Head to Western Head	John Burke

BONAVISTA BAY.

Cape Freels to Greenspond	Peter House
Greenspond to Flat Islands.....	James Pond
Salvage, including Newman's River and Alexander Bay to Newman's Sound	Edward Thomas
Clode Sound to Indian Arm.....	George Haines
Alexander Bay Rivers	Richard Briffett
Clode Sound Rivers.....	F. Stares
Gambo Rivers	Darius Lane

TRINITY BAY.

North End of Witless Bay to Tickle Point John Newhook

CONCEPTION BAY.

Harbour Grace and vicinity Henry Thomey
 Clarke's Beach H. C. Dawe
 Shearstown J. Badcock
 Holyrood to Topsail R. Hibbs

TREPASSEY TO BURIN.

Biscay Bay, Trepassey Richard Hartery
 Trepassey Samuel Kennedy
 Peter's River, to St. Mary's Thomas Connors
 St. Mary's to Haricot and Colinet Island Thomas Grace
 Little Harbor and Haricot Rivers John Daley
 Rocky and North Harbor Rivers William Dakin
 Salmonier, Upper Lawrence Murphy
 Salmonier, Central Patrick Hurley
 Salmonier, Lower Patrick Murphy
 Branch to St. Bride's River W. J. Collins
 Barachois Streams, Placentia Edward Keefe
 N. E. and S. E. Rivers, Placentia Thomas Power
 Long Harbor and adjacent streams Patrick Griffiths
 Come By Chance Streams, Lower Stephen Adams
 Come By Chance Streams, Upper Joseph Lilly
 Northern Harbor and other streams Josiah Pafford
 Placentia Bay Schooner William March
 Paradise to St. Lawrence Gorge Ross
 St. Lawrence to Point May C. C. Pittman

POINT MAY TO CHANNEL.

Point May to White Bay W. P. Lake
 White Point to Point Enragee Benjamin Brazil
 Point Enragee to Rencontre E. G. Collis
 Rencontre to Boxey Point Philip Cluett
 Boxey Point to Pass Island W. E. Parsons
 Pass Island to Great Jervis and Bay D'Espoir Mark Way
 Pushthrough to Cape LaHune John Camp
 Cape LaHune to Grand Bruit Philip Dicks
 Grand Bruit to Channel R. Furneaux
 Farmer's Arm River, LaPoile Peter McDermott
 Isle au Morts River John Sartin

CHANNEL TO CAPE ANGUILE.

Little River, Codroy, Mouth Thomas Porrier
 Little River, Codroy, Lower George Knowling
 Little River, Codroy, Middle Angus McQuarrie
 Little River, Codroy, Upper John McIsaac
 Supervisor C. Tompkins
 Grand River, North and South Branch Peter Muise
 Grand River, Upper A. A. McIsaac
 Grand River, Lower Thomas Downey

BAY ST. GEORGE AND PORT-AU-PORT.

General Supervisor A. J. O'Reilly
 Highland River M. J. Gillis
 Highland River to Flat Bay Thomas Gale
 Crabbs and Rivers W. Harvey
 Middle Barachois James Gillam
 Robinson's Head George Shears
 Fishel's, Lower Emanuel Legg
 Fishel's, Upper Anthony Blanchard
 Flat Bay and Herring Spawning Ground Edward Benoit
 Flat Bay Brook, Lower Camel White
 Flat Bay Brook, Upper Timothy Sullivan
 Little Barachois Joseph Delaney
 Harry's Brook, S. W. and Bottom Brooks and Main River Am. O'Reilly and Son

Stephenville to Cape St. George.....	A. Simon
Cape St. George (to Bar) bottom East Bay.....	Paul Ancoin
Shoal Point, East Bay, to Shag Island.....	Martin Cashin
Lewis' Brook and Coal River	James Leitch
Fox Island River	Charles Hines
Harry's, Victor's and Jessoe's Rivers	Daniel Gale

SILAG ISLAND TO WHITE BAY.

Cook's Brook.....	E. Furlong
Hughes Brook.....	John Loader
Humber, Lower	E. Brake and Son
Humber, Lower	George Nichols
Bear Point to Cape Gregory	T. M. Costello
Norris' Point, Bonne Bay.....	Duncan Laing
Main Arm and East River, Bonne Bay	W. M. Stamford
Hawke's Bay Rivers.....	Wm. Lavers
Port Saunders to St. Barbe	E. D. Goff
Castor River to Bartlett's Harbor	Andrew Humber
Blanc Sablon and vicinity	Thomas O'Brien
Indian Harbor and vicinity.....	George Davis
Eagle and other Rivers	Garland Leithbridge
White Bay	Albert Rice

Game.

The season of 1907, as far as the operation of the Game Laws, were on the whole well observed. There were some minor breaches of the Regulations, but only two requiring special comment. One, by an American sport for shooting a beaver (which is prohibited), for which he was fined \$120, and the other by a British army officer for shooting a doe caribou in the close season, for which he was fined \$150, but through the kindness of His Excellency the Governor (whose prerogative it is), the fine was remitted.

Owing to weather conditions sportsmen were not so numerous as last year, and fewer caribou were killed. The weather being mild they did not come south as early as usual, the most of them passing south after the close season in October, when they passed over the reserve areas in hundreds. We would strongly recommend that this area, commencing near Grand Lake Station, should be surveyed and marked; also that sportsmen should not be allowed to camp inside said area, nor that any game or furred animal be allowed to be killed within the said area under penalty not exceeding \$100.

Grouse (locally known as partridge), which it was anticipated would show an increase after the prohibition of killing them between October, 1904, to October, 1905, were not realized, and the birds this year seem to have been scarce. This splendid game bird is worthy of every care for its preservation, and we would strongly recommend that the opening of the shooting season, for all kinds of birds, should not be made earlier than the first day of October, and end November 15th. Provided it shall not be held unlawful to sell, etc., or have possession of such birds when the party shall prove that the said birds were killed between the first October and the 15th November next ensuing. This would allow the young partridge to get strong on the wing, and give them a better chance to escape from their enemies, and also prevent so-called sportsmen, who, under the guise of shooting snipe or other birds, from shooting partridge before they are fully grown. We would also advise that the shooting of hares (locally known as rabbits), be prohibited until the same date. Carrying of guns on the shooting grounds to be prohibited with or without dogs during the close season.

The introduction of new game in the Colony by the importation of some twenty-three capercalze and twenty two black game from Norway, which were set at liberty on the eighth of October on the Peninsula of Avalon, between Whitbourne and Colinet, should prove of immense value to the Colony, in not only furnishing food for our population, but also adding to the sporting attractions in our midst. It is the hope of the Department, and all good sportsmen, that the Rules and Regulations in connection with these valuable birds, will be strictly adhered to, and that the good people in the neighborhood where they were released, or where they may migrate in future, will assist the Department in seeing that the Rules and Regulations are strictly carried out.

LICENSES TO HUNT CARIBOU,

Issued Season 1907.

NAME	ADDRESS.
Charles Morgan.....	New York City.
A. C. Fales.....	Holden, Mass.
A. F. Currey.....	Melrose, Mass.
Howard P. Renshaw.....	Leyerne, New York.
W. H. Allen.....	Prince's, N.B.
Ernest Simon.....	Manchester, England.
Ingo Simon.....	London, England.
A. Clark.....	London, S.W.
J. S. Biglow.....	Cohoest, Mass.
Peter R. Labouesse.....	Warrinton, Virginia.
James D. Hall, Jr.....	Warrinton, Virginia.
Allen J. Smith.....	Philadelphia.
Bert Burr.....	New York.
W. S. Shields.....	Burlington, U.S.A.
E. P. Carter.....	England.
Paul Rainey.....	New York.
John C. Grey.....	New York.
Ogden L. Mills.....	New York.
J. Townsend Burden.....	New York.
Sam. J. May.....	New York.
Geo. Bush Quesnel.....	
Martin Erdmann.....	New York.
A. M. Zooke.....	Ohio.
C. C. Hilderbrand.....	Chicope Falls, Mass.
Thurston L. Smith.....	Boston, Mass.
Lawrence H. Netherell.....	Boston, Mass.
N. B. Peters.....	New York.
Robert D. Hill.....	New York.
Acosta Nichols.....	New York.
William Bayles, Jr.....	New York City.
Alex. B. Pratt.....	New York City.
Charles D. Miller.....	New York City.
John A. Dix.....	New York City.
F. W. Harman.....	Desmond, M.
D. J. Scott.....	Desmond, M.
D. B. Plate.....	Desmond, M.
W. H. Casler.....	Philadelphia.
J. J. Wall.....	New York City.
W. T. Farley.....	Boston, Mass.
Sam. Merrill.....	Cambridge, Mass.
T. N. Dearborne.....	Pittsburg.
E. L. Messter.....	Pittsburg.
J. Ramsy Speed.....	Pittsburg.
R. G. Shirley.....	Pittsburg.

Licenses to Hunt Caribou (Concluded).

NAME.	ADDRESS.
F. W. Dearborne	Pittsburg.
Joseph N. Petree.....	Pittsburg.
G. H. Carter.....	Haverhill, Mass.
B. W. Slidman.....	Dayton, Ohio.
J. M. Crane	Dalton, Mass.
R. G. Packard, Jr.....	New York City.
G. H. Warren	England.
M. Graner.....	Baltimore.
Thomas Bailey	England.
Douglas McCritch.....	England.
Henry C. Hopewell.....	Cambridge, Mass.
William F. Whitehouse	New York.
Henry G. Gray	New York.
Norman Whitehouse.....	New York.
James R. Bradley.....	New York.
C. V. A. Piel	Oxford, England.
Sir Robert G. Harvey	Langley Park, Slough.
Capt. H. MacClear.....	Curiagh, Camp.
St. George Littledale.....	Blackwell, England.
T. P. Miller	Grange Over Sands, England.
Laton Frevin.....	London.
Lt. Col. Stephen Frevin.....	London.
Richard Wahrmann	London, S. W.
W. H. Chase.....	Boston, Mass.
Charles E. Harrison.....	Pawtucket, R. I.
J. T. Blais.....	New York City.
J. M. Matertory	New York.
D. Washburn.....	Marion, Ohio.
J. D. Curtiss.....	Marion, Ohio.
Jos. T. Narin.....	Pittsburg.
H. B. Gilbert.....	New York.
Dr. S. W. Small	New York.
Sam. N. Fairchild	New York.
B. F. Edgerly.....	Mearin.
W. H. Hodghiss.....	Lambert Lake, Maine.
John Hencock.....	Buffalo.
Charles Becker	Buffalo.
John Hinds	Buffalo.
Masen Benner.....	Dayton, Ohio.
Robert Gailer.....	New York.
Mrs. Robert Gailer.....	New York.
Will. Drake	New York.
Tapper Fairchild	New York.
S. A. Johnson	New York.
W. L. Payzant	Halifax, N.S.
James R. King	New York.
Mrs. W. L. Payzant	Halifax, N.S.
J. W. Evans.....	Pittsburg, Pa.
Lawrence N. Keller	Whitenville, Mass.
Chesley W. Lasall	Whitenville, Mass.
Clarence Peary	Marasles, Mass.
W. F. Herder	Brooklyn, N. Y.
James E. Patterson	U. S. A.
Samuel Lever.....	London, England.
Harry T. Lincoln	Grand Falls.
Edward E. Hills.....	Boston, U. S. A.
Miss Hills.....	Boston, Mass., U. S. A.
Rowland Fielding	London, England.
Joshua M. Scars.....	Boston, Mass.
R. G. Packard.....	New York City.

Game Wardens—1907.

NAME.	PLACE.	DISTRICT.
D. McGuire.....	Wine Gap.....	St. John's East.
Richard Crow.....	Baluine.....	do
D. Murrant.....	Pouch Cove.....	do
Thomas Walsh.....	Nag'e's Hill.....	do
John Putler.....	Bauline.....	do
Michael Murray.....	Rivers.....	do
Wm. Baird.....	Freshwater.....	St. John's West.
John Baird.....	Deadman's Bay.....	do
Michael Murphy.....	Blackhead.....	do
John Murphy.....	Blackhead.....	do
Pat. Nolan.....	Old Placentia Road.....	do
A. Mogridge.....	Ruby Ground.....	do
R. Fizelle.....	Shoal Bay Ridge.....	do
James Keefe.....	Tor's Cove.....	Ferryland.
Thomas Johnson.....	Cape Broyle.....	do
James Green.....	Witless Bay.....	do
Thomas Connors.....	Peter's River.....	Placentia and St. Mary's.
Francis Lee.....	St. Mary's.....	do do
Patrick Griffiths.....	Long Harbor.....	do do
Thomas Power.....	Placentia.....	do do
John T. Young.....	St. Bride's.....	do do
H. C. Dawe.....	Clarke's Beach.....	Port de Grave.
William Rixon.....	Old Perlican.....	Bay de Verde.
Michael Colford.....	Redlands to Western Bay.....	do
Albert Rice.....	White Bay.....	St. Barbe.
Alex. Francois.....	St. George's.....	St. George's.
Thomas Farrell.....	LaPoile.....	Burgeo and LaPoile.
A. Kelland.....	Burgeo.....	do do
Geo. Rose.....	Bay de Nord.....	Fortune Bay.
A. Miles.....	Terenceville.....	do
Joseph Riggs.....	Long Harbor.....	do
Ben. Brazil.....	Garnish.....	do
W. L. Haddon.....	Howley.....	Railway Line.

Vessels Built During 1907.

Name of Vessel.	Where Built.	Tons.	Bounty Paid.
W. S. Monroe	Notre Dame Bay.....	84	\$332 00
Hilda and Elsie K.....	Fortune Bay.....	52	
Blanche Forsey.....	Fortune Bay.....	87	348 00
Linda Tibbo.....	Fortune Bay.....	88	
Garnishee	Fortune Bay.....	25	352 00
Mary.....	Burin District	40	
New Daisy.....	Bay de Verde District.....	32	
M. P. Ryan.....	Bonavista Bay.....	39	
Ida	Fortune Bay.....	27	
Prospector.....	Trinity Bay	36	
Alice C.....	Trinity Bay	48	
Speedwell	Trinity Bay	26	
H. W. Stone.....	Lunenburg, N.S.....	61	
Maggie Stone	Lunenburg, N.S.....	61	
Ellen.....	Trinity Bay	30	
Bertie Oake.....	Fogo	34	
Minnie Gladys.....	Trinity Bay	36	
Pandora.....	Placentia Bay	45	
Janie Kean.....	Bonavista Bay.....	28	
Lorna Doon	Bonavista Bay	47	
Mary D	Trinity Bay	35	
Guide	Trinity Bay	39	
Cecil Bell.....	Bonavista Bay.....	63	
Stanley G. B.....	Bonavista Bay.....	61	
Lily May.....	Fortune Bay.....	23	
Lady Johnson	Little Catalina.....	41	
Josie F.....	Bonavista Bay.....	41	
Bessie Fowlow	Trinity Bay	59	236 00
Isabel Alice.....	Trinity Bay	32	
Gertie P.....	Bonavista Bay.....	28	
Native Lass.....	Trinity Bay	26	
Miss Taylor.....	Notre Dame Bay	28	
Pansy	Notre Dame Bay.....	27	
Alice C.....	Trinity Bay	42	
Hunter.....	Trinity Bay	38	
Rescue	Trinity Bay	45	
British Empire	Trinity Bay	42	
Terra Nova.....	Bonavista	35	
Humming Bird	Notre Dame Bay.....	65	260 00
Adventure.....	Bonavista Bay.....	25	
Catherine P.....	Bonavista Bay.....	27	
Ada E. Young.....	Notre Dame Bay.....	51	
Lady Barbour	Trinity Bay	40	
Corrie Annie	Notre Dame Bay.....	48	
Stella	Bonavista	58	
Snowbird.....	Notre Dame Bay.....	41	
Skylark	Notre Dame Bay.....	49	196 00
Swallow	Notre Dame Bay	85	
Fog Free Zone	Notre Dame Bay.....	76	
Ignatius	Trinity Bay	39	
Advent	Trinity Bay	43	
F. Severn ..	Bonavista Bay.....	45	
Ethel	Bonavista Bay.....	20	
Exotic	Notre Dame Bay.....	47	
Nora B.....	Notre Dame Bay.....	50	
Marand	Bonavista Bay.....	23	
Lizzie.....	Notre Dame Bay.....	32	
Dorothy B.....	Notre Dame Bay	56	224 00
Rigolet.....	Notre Dame Bay.....	27	
Beulah.....	Notre Dame Bay.....	49	
Strathcona	Notre Dame Bay.....	62	
Emmie M.....	Trinity Bay	46	
Energy.....	Notre Dame Bay.....	65	260 00
Qui Vive	Fortune Bay	29	

Vessels Built During 1907.

Name of Vessel.	Where Built.	Tons.	Bounty Paid.
Snowdrift	Bonavista Bay.....	36	.....
Harbinger	Bonavista Bay.....	31	.....
Loyalty	Notre Dame Bay.....	63	\$252 00
Canary	Bonavista Bay.....	34	.....
Sea Gull.....	Notre Dame Bay.....	37	.....
Snowbird.....	Notre Dame Bay.....	40	.....
Togo	Notre Dame Bay.....	38	.....
Blue Jacket.....	Bonavista Bay.....	60	.....
Hope.....	Notre Dame Bay.....	24	.....
Creina.....	Fortune Bay	26	.....
Mildred	Burgeo and LaPoile District	27	.....
Eleanor E	Trinity Bay.....	40	.....
Will o' the Wisp.....	Notre Dame Bay.....	26	.....
Kathleen	Notre Dame Bay	50	.....
Lenus P.....	Notre Dame Bay.....	52	208 00
Devonia	Fogo	15	.....
Express	Notre Dame Bay.....	49	.....
Wren	Notre Dame Bay.....	26	.....
Good Will.....	Notre Dame Bay.....	13	.....
First Trial	Bay de Verde District.....	22	.....
Selkirk.....	Bonavista Bay.....	43	.....
Rowena Ross	Notre Dame Bay.....	44	.....
Jim and Max	Bonavista Bay	62	.....
Gondola.....	Notre Dame Bay.....	75	.....
Meta Bell.....	Notre Dame Bay	54	216 00
Nina L.....	Notre Dame Bay.....	120	.....
Robin	Notre Dame Bay.....	55	220 00
Mabel	Notre Dame Bay.....	54	216 00
E. R. Amnadale.....	Notre Dame Bay.....	29	.....
			\$3,320 00

I have the honor to be, Sir, your obedient servant,

W. B. PAYN, Deputy Minister.

**Report of the Fishery Protection Service of Newfoundland for the Year
1907, by Joseph O'Reilly, Special Commissioner, on
Board S.S. Fiona.**

HON. ELI DAWE,

Minister of Marine and Fisheries.

SIR, —

I have the honor to report on the work of the Fisheries Protection Service under my charge during the past season, as follows:—

The vessels engaged in the service were:—

NAME.	DATE OF COMMISSION.	DATE OF PAYING OFF.
Boat <i>Star of the Sea</i>	April, 1907	November, 1907.
S.S. <i>Mary</i>	September, 1907	September, 1907.
S.S. <i>Fiona</i>	March 26th, 1907	August 15th, 1907.
S.S. <i>Fiona</i>	October 8th, 1907	Still in Commission.
S.S. <i>Ingraham</i>	May, 1907	June, 1907.

The boat *Star of the Sea* was in charge of William March, Police Constable, and was engaged during April and May cruising around Placentia Bay, and gave special attention to the carrying out of the Lobster Fishery Regulations. He also visited the harbors and places where seines were used for taking herring for bait purposes. In June the boat was moved out to the headlands, and cruised between Burin and Paradise, visiting the coves and places where vessels were taking caplin for bait purposes. See Constable March's report for a full account of her work.

The S.S. *D. P. Ingraham* was under the command of Captain Bonia, and cruised principally on Labrador.

The S.S. *Mary* was also under Captain Bonia's command, and cruised principally in Placentia Bay, and west to Fortune Bay. See his report for an account of the work done by those ships.

The S.S. *Fiona* was under my control. We left St. John's on Tuesday, 26th March, and were ordered to proceed to Channel and places between there and Cape LaHune, as complaints had reached the Fisheries Department at St. John's that the Fisheries Rules and Regulations were being violated, especially as to the prohibition of setting bultows inside the three-mile limit, between the points named. We called at Burin as directed, and took Magistrate Avery on board. He was specially appointed as Magistrate on board the S.S. *Fiona* to deal with any matters in connection with the carrying out of the Fishery Regulations.

We arrived at Channel, on Saturday, 30th March, and found that some violations of the Fishery Laws had taken place at that place and neighborhood,

and which were being dealt with before Magistrate Squarry. The police officers at Channel were always ready to act in the matter of carrying out the Fishery Laws when complaint was made to them of such violations. About Channel the Regulations were fairly well observed by the residents, and few complaints were made to the police. This could not be said of the fishermen to the eastward of Channel, as nearly all of them use bultows, and violations of the Fishery Regulations by them was an every-day occurrence. The first week of our cruising we found that nearly all the fishermen from Rose Blanche eastward were using bultows, and many of them inside the three-mile limit. Some of the local fishermen did not consider that they were violating the Fishery Regulations by setting their bultows inside the three-mile limit, as they stated to me that the prohibition of setting bultows on the inner grounds only applied to outsiders, or, in other words, to the fishermen on board of schooners from other parts of the coast. I cautioned all those people, and told them that the law did not exempt any person from its provisions, and that if they did not comply with the Regulations we would be compelled to prosecute them. We warned all who were so using their bultows inside, and gave some days notice of our intention to carry out the law.

After giving this notice, we found only one case where the law had been deliberately violated. On the 13th April, George Street, master of the schooner *Rowena*, of Burgeo, was summoned before Magistrate Avery for a breach of the Fishery Rules and Regulations—using bultows inside the three-mile limit on the fishing grounds, between Cape LaHune and Cape Ray. The captain pleaded guilty, and was fined in the sum of fifty dollars, and one dollar costs, or thirty days imprisonment. The fine was paid. It being Captain Street's first time convicted, the fishing gear and fish were not confiscated, they were handed back to him again.

There were only three American fishing vessels on this coast in the early spring, and those fished ten and fifteen miles off shore, and only came in for shelter on two or three occasions. There were no violations of the Fishery Regulations by any of the American captains or crews.

We cruised from Burgeo to Channel until the 15th April, and at this date nearly all the banking vessels had left the coast, and our services were no longer required.

The fishery along the coast from Cape LaHune to Channel was fairly good, fish was plentiful, but the weather in February and March was stormy, and interfered with the season's catch. Our fishing vessels used salt squid principally, with some frozen herring, which bait was found satisfactory. Some of the fishermen had salt caplin which they used as bait, but found them of little use. Salt squid is a bait that is favored by our fishermen in prosecuting the winter fishery. It is economical and fairly effective, especially so when there is no fresh bait on the fishing ground. Many of the fishermen about Channel, Isle au Mort and Burnt Island, are in favor of prohibiting the use of bultows inside the three-mile limit, for the reason that the fishing ground in this locality is limited, and the expense of fishing with bultows is considerable, and the currents run so strong that whole sets of gear are sometimes lost through the force of the tide. From Rose Blanche East the fishing ground is more ex-

tensive, and the people generally are in favor of using bultows without any restriction as to the three mile limit. I would recommend that the Fishery Rules be amended, and that the use of bultows be allowed on all fishing grounds between Cape LaHune and Cape Ray. The law as it now stands is not being observed.

After leaving LaPoie, we called at many places on our way to Burin, where we landed Magistrate Avery. We then went on to St. John's, where we arrived on the 18th April. We refitted and left St. John's again on the 24th April, and took up our regular work on Bait Protection Service along the coast.

The Act excluding American fishing vessels, passed 15th June, 1905, was strictly enforced. No violations of the law were reported. Several Gloucester fishing vessels called at Bay Bulls and St. John's for shelter. Many more called at other ports west of Ramea and on the Labrador, and enjoyed unmolested their rights of fishing under the Convention of 1818.

Herring Bait.

Herring were fairly plentiful in St. Mary's, Placentia and Connaigre Bays, and bait was obtainable in all those places. The banking vessels, both local and Canadian, as well as smaller crafts, secured without delay all the herring needed. The price for herring bait ruled high in the early part of the season, when as much as thirty-five dollars was obtained for a dory load, and from that down to twelve dollars.

The herring seem to be coming back again to their old haunts. Nearly all our bays on the South Coast have been filled with small herring the past two or three years. The regulation prohibiting the taking of herring by seines, unless for bait purposes, is seemingly giving good results. The herring are not disturbed in spawning time, and have a chance to deposit their spawn in the places where it will be most likely to mature.

We visited St. George's Bay on the 29th May, and the herring fishery was then on. It had just commenced, but the fish were late in coming in on account of the weather being so cold and stormy. The drift ice was very late before it cleared out. When we left there on the 4th June the prospects for a fair voyage were good.

On the 3rd June we took yourself and Mr. Flett on board at St. George's, when you went on a visit with Mr. Flett to the arms of the Bay of Islands to select a suitable location for a herring station. Your selection of the beach inside of Cutwater Head at Middle Arm was fortunate, as it is the most central and the best location for a herring station that could be made in Middle Arm. The very fine wharf, store and dwelling that were built on the place in the short time available are creditable to those who carried out your instructions.

Caplin Bait.

Caplin struck in along our coast about the 14th June, and continued fairly

plentiful all the season. They did not land in any quantity at Miquelon or St. Pierre until the 28th June, and after that date they were abundant. Some of our vessels had caplin two weeks before the French vessels procured any. Some fourteen American fishing vessels obtained caplin bait at St. Pierre. Some six or eight small craft belonging principally to Fortune Bay were engaged in carrying caplin from Miquelon to St. Pierre. The French are very particular in carrying out their Bait Protection Service along their coast, and all our local crafts that engaged in the bait traffic had to comply with the French regulations before they would be allowed to engage in the work.

There was the usual number of Canadian bank fishing vessels on our coast again this season and obtained supplies of caplin and squid bait. Those vessels obtained their licenses at St. Lawrence, Burin, St. Mary's, Ferryland and Cape Broyle. Some ninety-eight vessels were licensed. Two or three caplin baitings would be had, and in squid time many of those vessels obtain a supply of squid bait from our people.

Squid.

During the past season squid were very plentiful in some places and scarce at others. There was sufficient supply for bait purposes. Squid was in the early part of the season obtainable on the Grand Banks, St. Pierre Banks, and many of the offer banks and fishing grounds. There was part of the season when squid were plentiful about St. Pierre, and large quantities were caught and stored for future use.

The Bait Protection Service the past season was a complete success, and we did not have any violation of the law.

On Friday, 5th of July, the S.S. *Fiona* was ordered to Placentia with instructions to take the British Consul and family to St. Pierre. We landed Mr. Cornish at St. Pierre that same evening, and from St. Pierre we went direct to St. John's to refit.

We left St. John's again on the 19th July and cruised along the coast to Bay of Islands. At that place we took on board His Excellency Sir William MacGregor and suite. The Minister of Marine and Fisheries also came on board. We took His Excellency to Bonne Bay and landed him at Humbermouth again on Wednesday, 24th July.

The Hon. Minister of Marine and Fisheries, His Excellency's Secretary, Mr. Reeve, and J. R. McCowen, A.D.C., I.S.O., accompanied us on our trip north to Blanc Sablon, Flower's Cove and Hawke's Bay. While at Hawke's Bay we had the pleasure of meeting Earl Grey, who came there on the S.S. *Minto*. We landed the Minister of Marine and Fisheries at Humbermouth on the 29th July, and then proceeded with our cruise, calling at St. George's where we took Mr. LeMessurier, the Assistant Collector, on board. We called at all the Customs ports on our way down the coast and attended to Customs and fishery matters.

On Wednesday, 6th July, we were told that the banking schooner *Marion*, St. Jacques, Dinham, master, was ashore in St. John's Bay. We made an ef-

fort to get her off on the 6th, but did not succeed. We towed her off on the 7th, and stood by until she was in safety. We then went to Placentia and landed the Assistant Collector. On the 15th of August the S.S. *Fiona* was ordered to St. John's, where she took surveyors on board and landed them in South West Arm. Captain English then proceeded to Channel and took the Supreme Court on Southern Circuit along the coast to Placentia. I joined the ship again at Placentia and accompanied Judge Conroy to St. Mary's, where he investigated a charge of looting a wreck made against some of the fishermen of St. Mary's. Judge Conroy dismissed all the charges—there was no looting. The *Fiona* returned to St. John's and then took up the work of conveying the Supreme Court on the Northern Circuit around the coast.

List of persons convicted for violation of the Fishery Rules and Regulations during the past season:

Date.	Name and Occupation.	Residence.	Nature of Offence.	How Disposed of.
April 13	George Street, Master "Rowena."	Burgeo	Using bultows on fishing ground inside the three mile limit between Cape LaHune and Cape Ray.	Fined \$50.00
Nov. 27	Ant. Jos. McCarthy, Fisherman.	Bay of Islands	Catching and taking herring between 12 o'clock Saturday night and 12 o'clock Sunday night.	Fined \$5.00

Winter Herring Fishery.

On the 8th of October the S. S. *Fiona* was ordered to proceed to Bay of Islands in connection with this fishery. We arrived at Bay of Islands on the 12th day of October. The United States revenue cruiser *Gresham*, Captain Perry, with Professor Alexander on board was there, and five Gloucester fishing vessels had arrived. There was considerable confusion as to how the fishery then just opened was to be conducted. The American agents who had arrived at Bay of Islands some days previous were anxious to have the fishery carried on under the Modus Vivendi and Order in Council which was then issued. The fishermen of Bay of Islands did not like this method of carrying on the fishery, and petitioned the Government asking their permission to have the fishery conducted as it was in 1904. The Government granted their petition, and gave orders that licenses would be issued free of charge to all vessels, giving them the privilege to purchase herring cargoes.

On my arrival I at once issued the following:—

PUBLIC NOTICE.

Licenses will be issued free of cost to all vessels to purchase herring.

Licenses will also be issued free of cost to the fishermen, enabling them to catch, take and sell herring to any ship or vessel for export for food purposes during the present season.

Application for licenses may be made to the Sub-Collector of Customs at Humbermouth, Birchy Cove, Wood's Island, Lark Harbor, or to the Commissioner on board S.S. *Fiona*.

(Sgd.), JOSEPH O'REILLY, Commissioner.

S.S. *Fiona*, Birchy Cove, Oct. 12th, 1907.

When this notice was given it caused the American agents to think over the situation, as it was the first reliable information they had received regarding the matter. After considerable deliberation the Gloucester agents and captains agreed to temporarily forgo their rights of fishing and become as they were in 1904—traders. When this conclusion was reached the vessels which were then in port all entered at the Custom House in the usual way, and paid duty on their nets, boats and gear, and general outfit. After complying with the law in this respect, a license was issued under chapter 129 of the Consolidated Statutes of the Exportation and Sale of Bait Fishes, enabling the holder to purchase herring for export for food purposes, he giving the usual bond to the Government that not less than \$1.25 per barrel would be paid for the herring. The agents and captains also agreed to buy the herring by the standard measure, and they have all used the stamped tubs in which to measure the herring bought.

All the American vessels that came here this season, with one exception, gave up their right to fish, and have paid duty on all their outfits, and are simply trading vessels. It was made plain to the American agents and captains that no shipping of men would be allowed inside the three-mile limit. No shipping of men was attempted or did take place.

The *A. M. Nicholson*, Capt. Hodder, of Gloucester, arrived at Bay of Islands about the 26th October. She came prepared to fish her own cargo, and brought a crew of twenty-eight men, with their dories and nets. She continued fishing and using her rights of fishing under the Convention of 1818 until the 10th of December, and had procured about three parts of a cargo, when the captain found that his gear was nearly used up, and that it would take him a long time to load, if at all, so he applied for a license to purchase the balance of his cargo. After Captain Hodder entered and paying duty on whatever dories or gear he had to enter, he was given a license to purchase and become a trader like the others. He finished loading in a day or two afterwards.

The American agents and captains are all pleased with the arrangements now, as being traders they have larger privileges allowed them than they would have if they were confined to their rights of fishing under the Convention of 1818.

Some of our fishermen are also pleased that they are allowed the privilege of selling their herring in the open market and to the highest bidder. Many of our fishermen, however, complain of the unfair competition of the Americans, as the duty of \$1.14 per barrel imposed on their herring when brought into the United States market makes it impossible for them to compete with the Gloucester people. This unfair competition has caused many of our independent fishermen to pack their catch in barrels and send them to the Canadian markets where better prices are realized. More attention is each year being given to this branch of the fishery, and next year will see a much larger number of our people making their own barrels and packing and exporting their own fish.

Schedule showing the number of United States vessels that have arrived at Bay of Islands to purchase cargoes of herring for exportation for food or consumption during the season of 1907:

Name of Vessel.	Tons.	Men.	Home Port.	Port where License Issued.
Valkyrie	107	13	Gloucester.	Birchy Cove.
H. M. Stanley	83	8	do	do
Corona	82	8	do	do
Saladin.....	89	9	do	do
Ingomar	109	9	do	do
Senator Gardner	94	8	do	do
Tattler	135	11	do	do
Maxime Elliott.....	75	8	do	do
Lottie G. Merchany.....	79	10	do	do
Dora A. Lawson	93	10	do	do
Lucinda J. Lowell	77	9	do	do
Orinoco	88	10	do	do
Oregon	79	8	do	do
Veda McKowan	83	9	do	do
Georgie Campbell.....	78	8	do	do
Annie M. Parker.....	100	10	do	do
Bohemia	89	9	do	do
Smuggler	91	10	do	do
Esperanto	91	10	do	do
Clintonia	105	10	do	Woods Island.
A. M. Nicholson	100	28	do	No Lic. Catching own fish.
Rob Roy	79	14	do	Woods Island.
W. M. Morrissey.....	83	10	do	do
Avalon	94	12	do	Birchy Cove.
Dauntless	78	10	do	do
Blanche	78	8	do	Woods Island.
S. P. Willard.....	87	10	do	do
Judique	71	10	do	do
Alert	74	7	do	do
Athlete	96	9	do	do
Ralph L. Hall	90	8	do	do
Arethusa.....	107	10	do	Birchy Cove.
Arcadia	90	9	do	Woods Island.
Grayling	87	9	do	do
W. Mathison	71	8	do	do
Maggie and May.....	87	7	do	Birchy Cove.
Arcona	97	15	do	Woods Island.
Essex	87	8	do	do
Harvard.....	76	9	do	do
Corsair	78	9	do	do
J. J. Flaherty	124	10	do	do
Alice R. Lawson	85	9	do	do
Hiram Lowell	95	5	do	do
Arthur James	97	8	do	do
Lena and Mand.....	75	8	do	do
Ingomar	105	10	do	do 2nd trip.
Aloha	100	9	do	do
Pricilla Smith	89	9	do	do
Vera	77	9	do	do
Clintonia	105	10	do	do 2nd trip.
Oregon	79	8	do	do
Annie M. Parker	100	10	do	do
Senator Gardner	94	8	do	do 2nd trip.
Smuggler	91	10	do	do
Georgie Parker	100	10	do	do
T. M. Nicholson	98	10	do	do
Blanche	78	8	do	do
Sarah C. Wharf	56	5	Boston.	No License ; buying codfish.
	5,185	553		

Schedule showing the number of Canadian vessels that have arrived at Bay of Islands and obtained licenses to purchase and export herring for food purposes during the season 1907:

Name of Vessel.	Tons.	Men.	Home Port.	Port Where License Issued.	Chartered by
Minnie M. Cook	99	6	Lu..enburg.	Woods Island	McLean.
George R. Alston	99	6	do	do	Bonia.
Juniatta.....	99	6	do	do	
Lottie.....	76	6	do	Birchy Cove	
Earl V. S.....	99	6	do	do	
Colonial	99	8	do	do	
Defender	99	7	do	do	
Lila D. Young.....	99	6	do	do	
Mariner	99	6	do	do	
Palatial	99	6	do	do	
Margaret E. Swartz	99	8	do	do	
Glenwood	99	6	do	Woods Island	Melean.
Ambition.....	99	7	do	do	
Yukon	97	7	do	do	
S.S. Atlanta	67	24	do	Birchy Cove	
Mary W. S	74	5	do	do	
Eva June.....	93	7	do	do	F. Hall.
Ethel	99	8	do	do	G. Turner.
Aldine	99	7	do	do	McKay.
Muriel M. Young.....	99	8	do	do	
Douglas Adams.....	99	8	do	do	
Ellen L. Maximer	99	6	do	do	
Earl V. S.....	99	6	do	do	2nd trip.
S.S. Harlaw					
	2178	170			

Schedule showing the number of Newfoundland vessels that obtained licenses to export cargoes of herring for food purposes during the season 1907:

Name of Vessel.	Tons.	Men.	Where Belonging.	License Issued.	Chartered by.
Francis Willard.....	78	5	St. George's.	Birchy Cove.	E. M. Roninson.
Torata	99	8	do	do	Shaw, owner.
Althone	99	8	do	do	Bennett, owner.
Maggie M. W.....	89	7	Bay of Islands.	do	Petipas, owner.
Renown.....	95	8	do	do	Bonia
Iona	98	8	St. John's.	do	Bishop.
Unique.....	95	8	St. George's.	do	Butt.
Jennie May.....	78	5	Halifax.	Lark Harbor.	Sheppard.
	735	57			

There were thirty-two British vessels that took cargoes of herring from Bay of Islands, including the S.S. *Harlaw*. Eight of those vessels were local, the rest were Canadian vessels—two of which were chartered by McLean, Woods Island, and five more were chartered by Gloucester Agents. Between them they took away:—

	Barrels.	Value.
Frozen Herring	12,710	\$38,130.00
Salt Bulk Herring	12,424	24,848.00
Pickled Herring	10,616	42,464.00
	<u>35,750</u>	<u>\$105,442.00</u>

There were fifty-seven American vessels that arrived here to purchase cargoes of herring, and between them they took away:—

	Barrels.	Value.
Salt Bulk Herring	53,894	\$107,788.00
Frozen Herring	38,120	84,360.00
Pickled Herring	14,876	59,504.00
	<u>106,890</u>	<u>\$251,652.00</u>

All the American vessels cleared for Gloucester with their cargoes, totalling	106,890
Five British vessels, chartered by Gloucester Agents, cleared for Gloucester with	5,714
One cargo cleared for St. John, N.B., with	1,100
One for Canso, N.S., with	650
One for Boston, Mass., with	722
The other twenty-four cargoes taken by British vessels cleared for Halifax and Lunenburg with	27,564
	<u>142,640</u>

There were one thousand three hundred and two licenses issued to our fishermen during the past season. Three hundred and ninety-nine boats; one hundred and fifty-seven dories; two thousand eight hundred and twenty-five nets, were engaged in the fishery.

Summarized as follows:—

	No.	Tons.	Men.
American vessels engaged	57	4,939	538
Canadian vessels engaged	24	2,365	192
Local vessels engaged	31	1,240	124
Boats	399		
Dories	157		
Nets used	2,825		
Number of Licenses issued to fishermen			<u>1,302</u>
			<u>2,156</u>

The season closed on the 6th January, when all the fleet except one or two left the arms on their way home. The weather has been favorable for carrying on the work of the fishery, but was unfavorable for freezing the fish. Herring were not very plentiful in the early part of the season, but were abundant as the season advanced. The best of good order prevailed all through the season, and there were no serious complaints of any kind made.

The comparative statement of the quantities of herring exported from Bay of Islands during the seasons of 1904, 1905, 1906 and 1907:

Season 1904.					
	Bulk.	Fresh.	Frozen.	Pickled.	Value.
11 British vessels took cargoes	3,750	23	2,257	10,678	\$42,256
67 American vessels took cargoes	60,960	3	19,690	8,054	143,581
	<u>64,710</u>	<u>26</u>	<u>21,957</u>	<u>18,732</u>	<u>\$185,837</u>
Total fishery for 1904—	64,710 barrels bulk	26 " fresh	21,957 " frozen	18,732 " pickled	
	<u>105,425 total value.....</u>				<u>\$185,837</u>
Season 1905.					
	Bulk.	Pickled.	Frozen.	Value.	
39 British vessels took cargos	19,223	6,408	13,230	\$69,712	
43 American vessels took cargoes	24,900	1,980	19,900	74,762	
	<u>44,123</u>	<u>8,388</u>	<u>33,130</u>	<u>\$144,474</u>	
Total fishery for 1905 :—	44,123 barrels bulk	8,388 " pickled	33,130 " frozen		
	<u>85,641 total value.....</u>				<u>\$144,474</u>
Season 1906.					
	Bulk.	Pickled.	Frozen.	Value.	
65 American vessels took cargoes	47,957	4,132	18,260	\$268,596	
41 British vessels took cargoes	24,005	10,982	10,900	183,548	
	<u>71,962</u>	<u>15,114</u>	<u>29,160</u>	<u>\$452,144</u>	
Total fishery for 1906 :—	71,962 barrels bulk	15,114 " pickled	29,160 " frozen		
	<u>116,236 total value.....</u>				<u>452,144</u>
Season 1907.					
	Frozen.	Bulk.	Pickled.	Value.	
32 British vessels took cargoes	12,710	12,424	10,616	\$105,442	
57 American vessels took cargoes	38,120	53,894	14,876	251,652	
	<u>50,830</u>	<u>66,318</u>	<u>25,492</u>	<u>\$357,094</u>	
Total fishery for 1907 :—	50,830 barrels frozen	66,318 " bulk	25,492 " pickled		
	<u>142,640 total value.....</u>				<u>\$357,094</u>

I have the honor to be Sir, your obedient servant,
(Sgd.) JOSEPH O'REILLY, Inspector R.P.S.

Hon. ELI DAWE,

Minister of Marine and Fisheries.

SIR,—

I received your instructions to make ready the S.S. *D. P. Ingraham* and proceed at once to Labrador on Fishery Protection Service, and to preside over all complaints, being commissioned for the duty.

I left St. John's on June 3rd, and arrived at Battle Harbor on the 10th inst., being delayed by ice on the coast. After taking a sufficient supply of coal I started on the 11th inst. traversing the coast north, calling at almost all the fishing ports to Emily and Horse Harbors. Having met the solid northern jam of ice there we steamed south to deal with some disputes over the setting of codtraps. I settled four cases in Court, and many others by mutual consent. Having cruised the coast north as far as possible, and giving particular attention, to all disputes coming under my notice, I returned to Battle Harbor, where I intended wiring the Fisheries Department, but the Marconi operators had not arrived, to my disappointment and to the great inconvenience of the Labrador fishermen, to a large number of whom I promised to report this fully to the Government. Not having the desired communication with the Minister of Marine and Fisheries, I continued on to St. John's, arriving there on the 25th June.

On July 1st my orders were renewed, and I left on the 2nd, giving the coast from Battle Harbor to Cape Harrigan the benefit of the service on different matters of importance to the people along the coast, settling, as before, the many disputes which my log will give you in detail.

We had with us eleven beacons fitted and in readiness for erection, seven of which we placed on parts of the coast most needed between Turnavick and the Clusters, near Fanny's Harbor. Particulars of their location will be given in the regular way from the Department.

Our extended trip brought us in line with another most beneficial work. Having on board Sergeant Sheppard, who was appointed Inspector of Weights and Measures for Labrador, by order of the Minister of Marine and Fisheries, this caused us to pass no port where business was done, and for the first time in the history of the Labrador fishery were the weights and measures tested. To my surprise the work was badly needed at some places, giving the services from this standpoint a most satisfactory result, when you realize that we have placed on record for the future a brand doing away with anything defective in those articles, even though caused by accident or neglect. Such could not recompense the large number of fishermen who derive a living from the fishery on that extensive coast.

Should the Government continue the Labrador Fishery Protection Service, I would recommend the placing of a medicine chest on board the steamer, properly equipped, and with the necessary instructions from a Doctor to cope with the many demands on that isolated stretch of sea coast in early spring. Several cases of heavy colds, possibly caused by the very changeable weather in such a cold region, quite a number of fishermen having gone there in steamers last spring a month before the fishery operations, I presume for the purpose

of securing trap berths, whose accommodation in several cases was anything but adequate for the preservation of health, they being compelled to remove the ice from the shacks before entering for shelter.

On September 5th, owing to the absence of the S.S. *Fiona* on the South and West Coast, I was ordered there to take up Bait Protection Service in the S.S. *Mary*.

I left Placentia on the 12th, cruising around Placentia Bay and West to Lamaline, laying in the mouth of Fortune Bay, where we learned by our own knowledge, coupled with the unanimous opinion of the people along the coast, that no squids had been brought to St. Pierre, or were they likely to, for the following reasons: first, the fishermen could not secure enough for bait to catch fish, which was fairly plentiful and a high price, together with the fact of squids being plentiful at St. Pierre and Miquelon and on the Banks, which kept the price easy, leaving no inducement, if our people had any idea of tampering with the Fishery Rules and Regulations. I reported the above-mentioned to the Fisheries Department, and the S.S. *Mary* was ordered to St. John's, abandoning the service on September 26th.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) THOMAS BONIA,

Commissioner.

ST. JOHN'S, November 18th, 1907.

SIR, —

I beg to submit my report on Fisheries Protection Service for 1907. I left St. John's on April 20th, and proceeded to Dunville, where I joined the boat *Star*, Captain Maurice Power, and proceeded to Brewley, North Harbor, Sound Island, Arnold's Cove, Southern Harbor and various other localities in Placentia Bay, to make my annual inspection of the lobster factories and plants. I found several factories in excellent condition, but four exceptions, where I found the benches in an unclean condition, and the tubs equally unsatisfactory. The benches or tables, which I condemned, were constructed of ordinary studs. I insisted on their being replaced by properly-made board tables, to which they conformed at once.

The lobster fishery is being gradually depleted. I made reference to this in my last report. The reason assigned is that the grounds are overfished by too many engaging in this business. Unless a close season for two or three years is enforced we shall see the lobster fishery completely destroyed. It has long ceased to be a paying venture, and many would be more profitably employed at the codfishery. As a proof of this many abandoned the lobster fishery this year in June at the caplin season, to engage at the codfishery. A few years ago a single lobster fisherman would not be satisfied with less than 25 or 30 cases. This season they consider themselves fortunate if they secure half that number.

We started from Clatice Harbor about the 5th June, and prosecuted Thomas Carroll, who had last August carried squid to St. Pierre contrary to the Act. He was fined \$50 before Magistrate Sullivan, which he paid. Later we proceeded to Jean de Bay and Burin, to prevent carrying of caplin bait to St. Pierre, and to look after Canadian vessels around this coast. I visited in all thirty-seven vessels, found they all had complied with the law by taking out licenses, which after their proper baiting I endorsed. Caplin struck in on June 18th at Tides Cove and Fox Cove. All Canadian and Newfoundland vessels baited about the following week, from which many of our local fleet procured good catches. I had forwarded to me from the Fisheries Department a complaint from Mr. Burton, of Bay de Lieu, who is a very enthusiastic adherent to the Fishery Laws, and who charged two trap owners who had been fishing at Jude with using an illegal mesh. I at once called and made proper enquiries and strict measurement of both traps, against which complaints were made, and found Mr. Burton's contentions entirely unfounded. In my opinion people, in making charges, should be more careful that they are less absurd.

The lobster season being nearing a close, I now proceeded to see that each factory closed at proper time, and visited each factory in turn, to insist on their sending in their proper returns and otherwise complying with the law. In every case the people were ready to aid the Department by sending in their returns.

During August I spent several weeks preventing the carrying of squid to St. Pierre. The difficulty was very great, as there are many small localities which it is impossible to reach, but on the whole we were successful, and, as far as I could learn, no infractions occurred.

I had a very serious charge which reached me from Sound Island that two parties had seined herring during the close season, about one hundred barrels each, and sold them at Sound and Woody Islands. I carried out proceedings and had them properly prosecuted. This practise of hauling for such purposes is not alone illegal, it is almost criminal, and should in all cases be very severely dealt with.

According to information received from the Marine and Fisheries Department, *re* parties not complying with the law respecting labelling lobster cans, I visited the accused parties, enquired into the matter, and had several of them convicted and fined. These parties were under the impression that their non-compliance with the law in this matter was no offence, as lobster buyers at St. John's had intimated to them not to do so. No doubt the convictions and fines will have a wholesome effect, and prevent a recurrence in future.

WILLIAM MARCH,
Constable.

Hon. ELI DAWE,
Minister of Marine and Fisheries.

Hon. E. DAWE,

Minister of Marine and Fisheries.

SIR,—

I have the honor to report to you that, largely owing to circumstances beyond control, herring fishery by drift net has not been the success that might have been, and was expected of it.

Mr. Flett who is under contract to prosecute herring fishing by drift nets intended, and could have purchased fully equipped first-class Scottish boats suitable for the enterprise, but he could not get crews to consent to risk sailing them across the Atlantic. He arrived here at the beginning of May and purchased two of the best and most suitable craft in the market, which were supplied with new steam capstans and altered at considerable expense to adapt them for fishing. Four Scotch fishermen, four coopers and nine women were brought out. The backward, late spring hindered operations, and it was the middle of June when the boats arrived at Twillingate to begin operations. The first entry in their log books was 18th June, when they fished five miles and eight miles N.W. of Long Point, the one having three crans, the other one and a half crans. The following day they were twelve and fourteen miles in the same direction when a cran of herring was the combined catch.

It was evident that herrings were not to be had in quantity in the open waters of the bay, while the fish were in the arms or near its head where good fishing at that time was going on. Accordingly these men went up the bay and, referring again to their log books, I find that they fished in the open waters of Indian Arm, drifting in the usual way from the 21st June to 12th July, and secured between them 254 crans, highest shot, 53½ crans. A quantity of herring was also bought from native fishermen, who were glad to get a market for them.

By the last mentioned date it was found that the herring had spawned and left the inner waters of the bay. After spawning herrings were not expected to be met with in the outside waters of the bay until at least about the middle or end of August, when they would have partly recovered from spawning, and getting into good condition. To test whether this was so or not, the fishing was carried on from 15th June to 25th July at a distance seaward of Long Point of six miles to twenty miles, the fishing being practically blank. A report reached them that there were herrings in White Bay, and the boats were taken there where they fished from the 27th of July to 5th of August, and only caught a few crans. The grounds in the vicinity of Horse Islands were tried but without success. In former years, at the same season in the year, the fishermen of Horse Islands had no difficulty in getting herring for bait, but last season got none, whether due to the backward spring and summer one cannot say. Attention was then directed to Notre Dame Bay where, according to their log books, fishing was tried in all parts of the bay at varying distances of 5, 10, 15, 20 and 25 miles off Long Point, the latter E.N.E. Again failure was practically experienced and dog fish were found prevalent. This was disappointing for all concerned.

Unfortunately, on the 26th September a heavy north-easterly gale sprang up which will not soon be forgotten, and the two drifting schooners, along with quite a number of others, were driven from their anchors and stranded in Twillingate Harbor. One was got off after a time, was repaired and refitted, and renewed operations on the north side of the Bay, off Nipper's Harbor, &c., and subsequently went to South West Arm, Green Bay, to operate there. The other is still on the strand. This was the more unfortunate, happening as it did at a time when drift-net fishing in the open waters of the bay had most chance of success, when herrings would be seeking the inner waters of the bay for the winter.

Herrings were found to be very scarce in South West Arm in the fall and not much was done there. About 700 barrels of herring were cured at Middle Arm, Bay of Islands, where, along with part of the Scottish girl workers, the Messrs. Flett had a number of Bay St. George men employed in gutting and packing under the surveillance of the Scottish coopers. This cannot fail to be of advantage to those men if they see cause to alter their mode of cure.

Complaint is made and doubtless more will be heard of the small quantity of herrings put up by the Messrs. Flett. Much more would have been done but for the failure of drift-net fishing in Notre Dame Bay, which no one could foresee. Two boats fishing over a wide area have not much chance of locating herrings. Were there two hundred boats instead of two it might yet be found that the grounds are not so barren as they seem to be. Herring shoals in Scottish waters are not located in the same places year after year, but with some three thousand boats fishing it is easy to see that some part of the fleet must meet with them somewhere, and when located they are followed up. In any case my advice is to "make haste slowly." It is one thing to catch and cure herrings, but another to find a profitable market for a new article at once. Consumers tastes are not easily diverted, and it is better to move cautiously and feel the markets than rush a matter like this without some experience of what can be done.

It is characteristic of herrings in this Colony that they lose the scales easily when taken out of the water. This spoils their appearance when cured. I was informed when I came here by a party who had experience of it that Bay of Islands herrings turned dark in colour when cured. This has been borne out by this season's operations, and it is doubtful how this may affect the marketing of them. The knowledge of this was one of the reasons why Notre Dame Bay was selected to begin operations, as these northern herrings are undoubtedly the best and free from the above objection. At the same time Bay of Islands herrings, as tested by Mr. Flett, are equal, if not superior, to Scotch in point of eating qualities, either fresh or cured. That being so, and given time, consumers are likely to find out their good qualities, irrespective of outside appearances. It is gratifying to be assured from a herring agent in New York that the quality of fall-packed Green Bay herrings is very satisfactory. A sample of Bay of Islands pack is on the way to New York where a few hundred barrels are to be sent shortly.

Judging from what appears in the newspapers regarding herring fishery matter is likely to be, if it has not already been, treated as a

political question. An honest effort is being put forth to make the herring more valuable than it has hitherto been. There has not been sufficient time to test the matter, and seeing that success or even a measure of success would materially benefit the fishermen of the Colony, it is a question, if ever there was one, which should be outside party politics altogether. The average politician from insufficient knowledge of the subject is apt to arrive at wrong conclusions.

Special prominence was given in a local newspaper to the fact that the Scottish girls packed a certain number of barrels of herrings for Mr. Daggett at South West Arm, the evident purpose being to discredit both the Government and the Messrs. Flett. In disclosing one fact in fairness the whole should have been given, only that by doing so would not have suited the end in view.

Mr. Daggett, by a chance shot of a seine net, caught a quantity of herrings in Wild Bight and took them to South West Arm to be cured. Flett's girls were idle at the time, and it was a neighborly act on the part of the Fletts to do a good turn to Mr. Daggett to enable him to have his herrings cured in good condition, which he could not otherwise have done. It was rather a pity that it was not better appreciated.

About 700 barrels of spring-caught herrings were cured at Twillingate after the Scottish method, mostly large fulls. I examined those herrings when ready for shipment, and the cure and selection were as perfect as it was possible to be. The herrings looked well, but with no appearance of fat on the pickle. A few barrels of spent herrings were cured to ascertain if there was any value in them, but it was easy to see at a glance that those long thin fish would sell well if they realized the cost of cure, freight and expenses of taking them to market.

No herrings were branded, and consequently no money was paid for the Brand. Curers preferred to use their own known trade marks.

The value of our herrings in open competitive markets, put up in a similar way and under similar conditions as is general in other countries, was one of the prime questions that required to be solved in connection with herring fishery development. So far this also has been disappointing. Of the above-cured herrings 159 barrels were sent to Danzig, Germany, but I am informed by Mr. Flett, sr., that his agent advises him not to send more of the same quality. Meantime the balance was sent to New York, where it was found difficult to effect a sale, the poor quality being given as the cause of want of demand on the part of buyers.

It must be borne in mind that this applies only to spring-caught poor fish. I would expect a different result from fall-cured herrings. It is difficult under the most favorable conditions to establish any new article of food on the markets, more especially where they may be prejudiced against that article amongst buyers and consumers. The reasons for the want of demand till now are not far to seek. The first is the poor quality of the article; and second, the superabundance of herrings of known good quality that buyers and consumers have been familiar with for many years on all the markets at much lower prices than are common, together with a stringency in the money market in the United States.

I may be allowed to mention here that there were record herring fishings this year in both England and Scotland. In the former, till end of November, 1,000,000 crans were landed, and in the latter 1,800,000 crans. It will thus be seen that adverse abnormal conditions face us in the meantime.

There is likewise no demand for cured split herrings.

About 700 barrels of cured herrings are stored at Bay of Islands. Half of these is likely to be shipped before navigation closes, and the remainder held over till spring, in the hope of getting better prices than can be obtained now.

I intended to have given here the total number of barrels of Scotch-cured herrings exported for the year, but one of the shippers (Mr. Daggett) has not sent in his return up to the date of writing.

The results of the codfishery are generally so well known, and may be noticed by others in the Annual Report, that it is perhaps superfluous for me to say anything on the subject.

The lobster fishery, as shown by the returns, is slightly over that for the previous year, more licenses for packing were issued. This shows a steady decline in the fishery. The value will, however, show an increase owing to the enhanced prices paid for the commodity.

Now that the price of canned lobsters has reached a high figure the tendency will be for more persons to embark in the fishing, and thereby hasten the depletion that has been going on for years.

Looking to the fact that Nova Scotia is Newfoundland's only competitor in the canned lobster business, and that more of the Nova Scotian lobsters are being sent live to market year after year, a development of which will ultimately leave this colony a monopoly, it is of the utmost importance that this valuable industry be conserved. As a means to this end I would respectfully suggest that the fishery be closed down for at least, not as a whole at once, but by Districts, beginning say with Burgeo and LaPoile and Fortune Bay Districts, then Burin and Placentia Districts, and so on until the whole is overtaken, or alternately shut down, the first-named Districts and Bonavista District at the same time, and proceed East and North from those Districts in rotation. This last would perhaps be preferable as the whole could be overtaken in half the time required for the first proposition. At the same time fishermen in closed Districts might be allowed to fish in open Districts if so inclined.

I put the above proposition before a fisherman at a Northern settlement who was engaged at lobster fishing who, in speaking for himself and brother fishermen, hailed the proposal, but said the close time should be three years instead of two.

The regulation requiring fishermen to stamp their tins is having an all-round good effect on the quality of the pack. Where there are so many packers employed, it is not surprising that some few of them tried in part to evade

the law regarding stamps. Recent prosecutions will show to them and the buyers that the law is not to be allowed to remain a dead letter. A recurrence of this is not likely to occur in the future.

In the course of visitation of districts I learned that in one case sold for lobster, 23 cans contained salmon only, and two cans lobster and salmon, and in another case a tin of lobster and salmon was found. I have no doubt that buyers have experienced more of a like nature.

If offences like the above cannot be punished under the "Food and Drugs Act," or "Merchandise Marks Act," it should be made a punishable offence for the protection of buyers.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM MAIR.

P.S.—Since writing the above it has been ascertained that Green Bay Large Fulls fall Scotch cure have been sold in New York at nine dollars per barrel, and Matje cure eight dollars per barrel.

To the Hon. ELI DAWE,

Minister of Marine and Fisheries.

SIR,—

I have the honor to submit the following report on the Lighthouse Service of this Colony for the year ended 31st December, 1907.

New Light Stations.

During this year new stations have been under construction at the under-named localities:—

Little Bay Islands	Notre Dame Bay.
Leading Ticks	do
Fortune Harbor	do
Fogo	District Fogo.
Salmon Cove	Conception Bay.
Bay Bulls	District Ferryland.
Green Island	do Burin.
St. Jacques	do Fortune.

As soon as possible after the opening of navigation in the spring these stations will be completed.

In addition to the new stations named, important work has been done to some of the old stations, as you will see from the subjoined references.

I respectfully submit for your consideration the desirability of providing

funds for the purpose of replacing the present steam fog alarms at Green Island, Cape St. Francis and Cape Spear with alarms operated by Coloric Engines. The advantages of the latter are many, while the annual saving in maintenance of the three stations named would not be less than \$1,500. The present average annual cost of those stations is \$3,370. The cost of maintaining new plants would be \$1,850.

The cost of a new installation would be \$14,000 for the three stations. Green Island and Cape St. Francis will very soon require new boilers, and if these are supplied the old plant—expensive to maintain—will be perpetuated.

Repairs to Lighthouses.

NIPPER'S HARBOR ISLAND—The landing place has been supplied with a winch, mast and boom.

CAPE BONAVISTA—Roof of dwelling covered with felt, and mansard shingled.

GREEN ISLAND—Wharf and coal store repaired.

BACCALIEU ISLAND—A land-slide carried away the mast and boom at the landing place and caused other damage, all of which was replaced, also repairs effected to the roof of dwelling, and chimneys, and oil store.

CARBONEAR ISLAND—North end of dwelling and other parts of station repaired.

HANT'S HARBOR—Drum of lantern removed.

BRIGUS—Foundation, new sills and general repairs effected.

CAPE ST. FRANCIS—Southern side of dwelling renewed.

CAPE ST. MARY'S—Station at the Cape repaired, and the landing and Bridge at Lear's Cove put in good condition.

DODDING HEAD—New windows and water chutes supplied. The North East end of the dwelling clapboarded. Store and outhouses repaired.

LAMALINE—Much-needed repairs to tower amounting almost to reconstruction.

PASS ISLAND—The southern side of dwelling received extensive repairs.

ROSE BLANCHE, FOG ALARM—An addition has been made to the Keeper's dwelling for the better accommodation of his family.

POWELL'S HEAD—A fog alarm operated by compressed air giving blasts of five seconds duration in every two minutes has been installed at this station. This plant replaces the explosive signal which was fired once in twelve minutes.

A great saving in the annual cost of maintenance has been effected by this change.

LABRADOR—During the month of August sixteen substantial wooden frames, surmounted by distinguishing marks were prepared for erection on the Coast. Ten were placed in the most needed positions. The remaining six are to be erected during next season.

With the completion of stations now under construction the number maintained by the Government of Newfoundland on this Island and Labrador Coast will be:—

Lights	85
Fog Alarms	11
Buoys	17

Considering the violent gales which swept the Coast during the autumn months, it is pleasing to be able to report that no damage except of a trifling nature, occurred at any station. The only serious accident was the loss of the Harbor Light on Twillingate wharf, which structure was destroyed by sea in September.

I have the honor to be, Sir, your obedient servant,

R. WHITE,

Inspector of Lighthouses.

ST. JOHN'S, December 31, 1907.

SIR:—

I have the honor to submit my report for 1907 of my inspection of boilers, this being the eighth. The work undertaken and carried out by me will be found in the following paragraphs:—

Inspection of Steam Boilers.

Visits of Inspection	343
Internal and External Inspection	241
Hydraulic tests applied	17
Hydrostatic tests applied	41

Results of These Visits.

Boilers condemned as unsafe	8
Boilers found imperfect	37
Boilers made in the Colony	9
Notices of Inspection served	192
Certificates issued	286
Fees for inspection during the year	\$2,770.00

I have the honor to be, Sir, your obedient servant,

A. McLACHLAN,

Inspector of Boilers.

Hon. ELI DAWE,

Minister of Marine and Fisheries.

**REPORT OF THE POSTMASTER GENERAL, FOR THE YEAR ENDING
JUNE 30th, 1907,**

*To His Excellency SIR WILLIAM MACGREGOR, M.D.,
G. C. M. G., C. B., Governor, Commander-in-Chief
and Vice Admiral over the Island and its Depen-
dencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honor to submit the Annual Report of the Post and Telegraph Department for the year ended June 30th, 1907.

The total receipts and expenditure for the year in both branches of the service are as set forth in the following statement :—

Revenue :—	1905-6	1906-7
Ordinary Postal Revenue	\$78,251.86	\$71,719.89
Postal Telegraph Revenue.....	36,791.06	50,670.13
Total Receipts.....	\$115,082.92	\$122,390.02
Expenditure :—		
Ordinary Postal Expenditure.....	\$75,011.61	\$80,780.07
Steam Subsidies	226,603.62	227,551.23
Total Postal Expenditure.....	301,615.23	308,331.30
Total Telegraph Expenditure.....	52,451.02	61,829.62
Marconi System	3,586.38	2,436.37
Construction	12,000.00	2,414.39
Total Expenditure.....	\$389,652.63	\$375,011.68
Excess of Postal Expenditure over Revenue.....		\$236,611.41
Excess of Telegraph Expenditure over Revenue		\$11,159.49

It will be observed from the foregoing statement that the Postal Revenue for the year under review is less than the previous year by the sum of \$6,571.97, caused by the reduction of the local postage rate of the letters from three cents to two cents per ounce.

This loss, however, will be entirely recovered at the end of the present year by the growing volume of business.

Letters.

The estimated number of letters handled during the year is 120,000, being an increase of 20,000 over the previous year.

Registration Branch.

The work of this branch continues to expand, and although the Money Order system is used by the remitters the cash to meet the orders issued is transmitted by means of the registered letter division.

The records show that there has been a decrease in the number of letters mailed by the Departments and of those received for delivery in the city. The

former is no doubt caused by the increased use of cheques which are not always sent by registered mail as formerly. There has been considerable increase in the number of letters registered at the G.P.O. The following are the figures:—

Mailed at the General Post Office.....	14,580
Received from Government Offices	11,456
Received from other offices.....	11,780
Delivered in the City	69,888
Total handled for the year	<u>107,704</u>

While many of these letters were the subject of enquiry, the senders not having advice of their receipt by the addressees, only eight were unaccounted for.

Money Order Branch.

Twenty-eight thousand five hundred and ninety-two orders were issued in the Colony during the year, amounting in value to \$427,602.42; and 27,077 orders were paid during the same period amounting in value to \$489,519.81. This shows an increase of 4,748 in the number of orders handled and of the sum of \$65,030 in value.

Six new money order offices were opened during the year and it is gratifying to note that there is a growing desire on the part of our people generally to avail themselves of this branch of the service and thus avoid the risk of sending money in ordinary letters.

The sale of British Postal Orders continues to increase and it may be of interest to know that Newfoundland is the only place on this side of the Atlantic that British Postal Orders may be cashed. We have such orders sent us frequently from Canada to cash, the commission on the money orders returned being our premium for the trouble.

Requests to telegraph money orders are still being made at St. John's and certain of the outport offices, this being specially the case during the winter months when transmission by mail is not so frequent. When possible such requests are acceded to but, fearing that the necessary funds may not be always at hand to meet such orders in some of the smaller offices, the Department has hesitated to recommend that this system be generally adopted.

Dead Letter Branch.

The work of this branch of the service continues to increase, particularly in connection with the refused short paid matter. The local dead letters have increased in proportion to the general increase of mail matter handled.

Four hundred and ninety-eight letters received by this branch contained money to amount of \$692.20, all of which, except \$1.40, was returned to the senders.

Postage Stamp Branch.

The number of adhesive stamps issued during the year was 3,539,733 and post cards 94,842, the total face value being \$69,074.00. This is a decrease in

value of \$6,471.39 below the previous year in consequence of the reduction of the local postage rate from 3 cents per ounce to 2 cents per ounce, but which is rapidly being made up in the increased number of stamps sold.

Parcel Post Branch.

The statistics from this branch show a very large increase in the number of parcels handled.

During the year 45,129 local parcels were despatched from the St. John's office; 13,211 were received from Great Britain, Canada and the United States, and 3,782 were sent out of the Island to Great Britain, Canada and the United States.

For the local mails the large hampers were found to be inconvenient to handle quickly and a smaller basket was ordered for the despatch of local parcels, which is found to be very suitable.

The parcel post business is capable of very great expansion with profit to the Department and very great convenience to the public.

The present practice of holding parcels until they are called for is slow and unsatisfactory and a more up-to-date system is needed.

I would recommend a reduction of the present rates and the establishment of a City Delivery by means of an express waggon.

When the space now used for the Museum is placed at the disposal of the Department it will be possible to extend and conduct both the Parcel Post and Registration business with much greater facility.

Distribution Branch—St. John's Post Office.

It is not practicable to keep statistics showing the number of pieces of mail matter, other than letters and parcels, handled by the assorters; but it is estimated that the number of book packets, newspapers and circulars handled during the year number 3,160,000.

Apart from the receipt and despatch of the St. John's City mail, matter for all over the Island having missed connection with the different Bay steamers comes into the St. John's office to be assorted and repacked for despatch, particularly is this the case during the winter season.

The Carriers City Delivery is also an important detail of the distribution work, and it is difficult to arrange for a quicker delivery of letters by carrier every day with the present staff. An effort, however, will be made during the present year to improve matters in this direction.

Travelling Mail Service.

The work of the Railway and Steamboat Mail Clerks during the year was performed in a very satisfactory manner, and the clerks engaged, who have been in the service now for several years, have become well acquainted with their duties, and while the work has increased fewer errors are reported.

The Distribution Office at North Sydney may now be considered as established and the great improvement this office has made in the delivery of the outport and city mails has fully justified its erection. During the year preparations were made to provide equipment for assorting the mails at the Sydney Post Office (a room in the building having been placed at the disposal of this Department by the Canadian Post Office Department) in the event of the steamer *Bruce* being prevented by ice from reaching North Sydney Harbor and making Louisburg the terminus, the clerk at North Sydney would then proceed to Sydney and assort the mails there.

Overland Courier's Service.

The arduous and sometimes dangerous work demanded of our Couriers was well and faithfully performed during the past winter. There was no break in our Courier's service, though the mails were delayed in transit by rail owing to snow and damage to rail by washout of road bed.

The great demand for labor makes it difficult to get suitable Couriers at the same rates as formerly, and consequently the increased cost of this branch of the service cannot be avoided.

Outport Post Offices.

Outport residents are asking that better facilities be given them by the Post Offices than the amount voted at present will permit, and there is a growing demand for private mail boxes in the larger places. Several nests of boxes put in the offices at Bonavista, Placentia, Bell Island, Twillingate and Heart's Content have all been rented to the public, and in some places a request for additional boxes have been received. These boxes are rented to the public at \$1.20 per annum and in a couple of years pay for their cost. Their use relieves the Postmaster also of personal attendance to deliver mail after office hours.

One hundred of the smaller offices have been supplied with locked receptacles to hold the letters. In places where the post office work is performed in the private residences of the P.M., the letters may always be kept under lock. An order for another supply of these boxes is being placed with the manufacturers for the coming year.

The mail service on Bell Island, where a large number of men are employed all the year round, has been improved, a new office for the use of the men having been opened on the North Side of the Island near the place where the mines are operated. This office is a Money Order office and the P.M. in charge has undertaken to accept on his own responsibility the pay checks in payment for money orders issued to them.

Missing Mail Matter.

Over 400 enquiries for missing mail matter were made directly to the Postmaster General during the year.

One hundred and forty of these enquiries were for registered articles which it was claimed had not been received by the addressees. It will be observed, however, from the report annexed that only fourteen of these, handled by the

Newfoundland Post Office officials, were not accounted for; but, in the case of the registered articles, the amount of the loss was made good to the owners by the Department and the officials at fault held responsible for same.

It is a common occurrence for the receipt of registered matter to be denied by the addressees until faced with the receipt given to the letter carriers on delivery at the time—in some cases weeks previously.

Bay and Coastal Mail Service.

The good service performed by the Bay steamers operated by the Reid-Nfld. Co. on Placentia and Trinity Bays in contrast to that given on Bonavista and Notre Dame Bays indicates that either the work contracted for is too much to perform within the time, or that the captain unnecessarily, or with little excuse, passes scheduled ports without calling. Trip reports have been furnished by the Mail Clerks on these steamers regularly, showing the time of calling at the different ports and the names of those omitted that are on the steamers schedule. These omissions have been brought to the attention of the Contractors, and it is to be hoped that some action will be taken to give as good a service on the two Bays mentioned as on the others.

The Coastal Steam Service contracted for by Messrs. Bowrings on the North Coast was very regular and satisfactory and as there was a demand for a continuation of the service to the Northern ports during the month of January special trips were made North by the S.S. *Portia*.

On the South West Coast some difficulty was experienced in the early part of the year by the passing of ports of call by the S.S. *Prospero* without sufficient reason, but as the Contract provides a penalty for such omissions the practice was not continued.

No effort is spared by the Contractors to make these boats efficient and popular.

I regret that the public notice asking for tenders for the Fogo and Fortune Bay District mail service brought no response that could be entertained at the price authorized for mail conveyance in these Districts. In consequence the S.S. *Annie* had to be re-engaged in the former District, and the sailing packet and couriers in the latter.

The amount voted as subsidy will have to be greatly increased to obtain a satisfactory steamer for either of these sections.

Ocean Steam

The steamers of the Allan line continue to call at St. John's with mails from Liverpool, and returning from Philadelphia take mails to Glasgow, making fortnightly trips. The steamers of the Furness Whitty Co. also called at first on alternate weeks with the Allan steamers, but latterly the steamers of both lines arrive and depart with only a few days between their sailings.

During the early summer months the British mails sent via Rimouski and

Sydney were received with great regularity, but as the fall advanced it was deemed advisable to request that the English mails be sent by the direct steamers.

Postal Telegraphs—Inland Service.

The telegraph lines were extended to the following places during the year:

- (1) Fogo to Tilton Harbor.
- (2) Fogo to Joe Batt's Arm.
- (3) Twillingate to Moreton's Harbor.
- (4) St. Jacques to Terrenceville.
- (5) St. Jacques to Pool's Cove.
- (6) St. Jacques to Stone's Cove.
- (7) Heart's Content to New Harbor, Green's Harbor and Heart's Delight.
- (8) Burin to Marystown.
- (9) Western Bay to Blackhead and Northern Bay.
- (10) Spaniard's Bay to Upper Island Cove.

Topsail, Grand Falls, Bishop's Falls and Springdale were connected with the main line.

This necessitated building new offices at places where adequate accommodation could not be hired.

The small cable connection between New World Island and the mainland was taken up and repaired and the line from Bonne Bay to Bay of Islands was given temporary repairs.

This line and the line from Grand Lake to N.W. Arm are in such bad condition that it has been decided to condemn them and make connection with the main line by different routes that will take in several more populous centres.

Cable Service.

The cable connection was operated for the whole year without interruption, but several breaks in the land lines connecting headquarters with the cable cut off communication for a few days, resulting in loss of cable business for that period. Since the cable was laid in September, 1905, we have had two breaks caused by fouling of ships' anchors. In this connection attention is called to the fact that the Island of St. Pierre is in direct cable connection with Cape Breton, and if a short cable from the South Newfoundland Coast to St. Pierre were laid we would have an alternate route available for transmission of business in the event of either the cross-country wires or Canso cable being interrupted.

Operation.

During the year several of our best Operators left the service, having been offered better salaries in the service of Telegraph Companies in Canada and the United States. We have, however, been enabled to fill their places by transferring help from other sections of our system. It is difficult, nevertheless, to get the same satisfaction from these new operators that is given by the trained help, particularly for the important repeating stations.

The work of checking the business exchanged has been revised and put upon a better basis than heretofore, and the result is entirely satisfactory to all concerned.

Telephones.

The demand for telephones in St. John's is growing daily and to meet it another more modern system will have to be established very soon. Also quite a number of applications have come to me from the outports to supply telephone communication. In many places, too small for a telegraph office, connection could be made with our telegraph system by placing a telephone in the Post Office for the use of the public. There appears to be a strong public sentiment in favor of a Government system of telephones for the Island and the subject is one that is well worth the consideration of the Government.

There can be no doubt that such a system would become a source of revenue.

I have the honor to be,
Your Excellency's most obedient servant,

H. J. B. WOODS,
Postmaster General.

St. John's, Nfld., 29th January, 1907.

*Statement Showing the Business of the Parcel Post Branch for five years ended
30th June, 1907.*

Date.	Parcels Received.				Parcels Despatched.			
	From United Kingdom.	From United States.	From Dominion of Canada.	Totals.	To United Kingdom.	To United States.	To Dominion of Canada.	Totals.
1902-3	3648	3140	6105	12893	692	553	824	2069
1903-4	3980	3412	5227	12613	845	677	954	2476
1904-5	4681	3313	4186	12480	1075	846	1141	3062
1905-6	4827	4040	4687	13554	1048	1066	1340	3454
1906-7	5020	3915	4226	13211	1153	1194	1435	3782

Customs Duties Collected on Parcels.

Date.	From United Kingdom.	From United States.	From Dom. of Canada.	Letter Post.	Total Amount of Duty.	Increase over last year.
1902-3	\$6,770.43	\$1,980.92	\$2,489.22	\$247.46	\$11,488.03	\$232.14
1903-4	7,298.69	2,310.52	2,706.18	668.64	12,979.03	1,491.01
1904-5	8,038.41	2,966.60	2,921.03	755.81	14,681.85	1,702.82
1905-6	8,483.53	3,176.61	3,199.72	897.31	15,757.17	1,075.32
1906-7	8,167.63	3,722.77	2,703.95	718.83	15,313.18	

Local Parcels Despatched from St. John's.

1902-3.	1903-4.	1904-5.	1905-6.	1906-7.
No. 7,787.	18,106	24,958	33,965.	45,129

J. W. KINSELLA,
Superintendent.

Registered Letter Branch.

Statement Showing the Number of Registered Articles Disposed of at the General Post Office, St. John's, for the Year ended June 30th, 1907.

Mailed at the General Post Office.....	14,580
Received from Government Offices	11,456
Received from other offices.....	11,780
Delivered in the City.....	69,888
Total handled for the year.....	<u>107,704</u>

1906.	Mailed at G.P.O.	Mailed Official.	Passed Through.	Delivered in City.	Total.
July	1331	1202	654	5107	8294
August	1345	913	682	5149	8080
September	1529	1232	699	5628	9088
October	1478	823	1013	6602	9916
November	1317	839	810	7063	10029
December	1403	704	1437	8200	11744
1907.					
January	1345	1144	1342	6936	10767
February.....	876	783	961	4697	7317
March.....	850	551	1249	4350	7000
April.....	953	1360	1037	4759	8109
May	1132	1275	999	5448	8854
June	1021	630	897	5958	8506
Totals	14,580	11,456	11,780	69,888	107,704

Transactions of the Dead Letter Office of St. John's, Nfld., for the year 1906-7.

Letters of Newfoundland and origin returned.	Letters and Post Cards.	Disposed of as beneath.	
By British Post Offices	506	Letters returned to senders unopened.....	361
By Canadian Post Offices	3070	Letters opened and Post Cards returned.....	4086
By United States Post Offices	2422	Letters could not be disposed of.....	1551
	<u>5998</u>		<u>5998</u>
Letters and Post Cards of foreign origin returned From Nfld. Offices	15475	Returned to	
		British Post Offices.....	Letters. 519
		Canadian Post Offices.....	Post Cards 111
		United States Post Offices ...	783 2267
			9688 2107
			<u>15475</u>
Letters and Post Cards of Nfld. origin returned from Nfld. Offices	3124	Returned unopened to writers in Nfld	598
		Opened and returned	1729
		That could not be returned.....	797
			<u>3124</u>

Four hundred and ninety-eight letters were registered and delivered. Those opened were found to contain the sum of \$692.20; \$1.40 of this amount is still unclaimed.

Three hundred and seventy parcels received and all but twelve disposed of.

The amount of \$1.40 mentioned above has been paid into the revenue account; the twelve parcels are with others held in this office.

Total number of pieces handled, papers not included, 25,465, as per statement above, an increase of 3,125 over total of previous year; many of these pieces necessitated separate inquiries being made and letters written for their disposal, and consequently any increase adds considerably to the amount of work to be performed. A total of 23,097 pieces were sent out from D.L.O., 2,348 could not be returned, chiefly because writer's name unsigned, without address, or incorrect address. These were nearly all letters and from a monetary standpoint valueless.

General Statement.

Dr. The Postmaster General of Newfoundland in account with the

To balance from 1906.....	\$ 755.29
To postage stamps, cards, envelopes and wrappers.....	69,074.00
To box rents collected the year.....	464.60
To postage on insufficiently paid matter.....	3,353.34
To poundage on postal orders.....	121.93
To commission on money orders.....	3,082.09
To received from Dead Letter Branch.....	5.10
To received from Postal Telegraphs.....	50,670.13
	<u>\$127,526.48</u>

General Statement

General Government, Year ended 30th day of June, 1907. *Cr.*

By discount allowed Postmasters and Vendors.....	\$2,786.02
By stamps sent to Universal Postal Union and official postage.....	36.92
By amount of postage on insufficiently paid matter returned.....	1,064.67
By cash paid Exchequer	122,390.02
By profit and loss	16.56
By balance to 1907-1908.....	1,232.29
	<u>\$127,526.48</u>

1906-1907.

Statement of Money Orders Issued and Paid in Newfoundland, with Commission thereon, for Year ended 30th June, 1907.

July 1st, 1906, to June 30th, 1907.	No. Orders Issued.	Amount.	Commission.	No. Orders Paid.	Amount.
Total.....	28,592	\$427,602.42	3,296.75	27,077	\$489,519.81
1905-1906	26,026	\$403,932.20	3,095.84	24,895	\$448,159.22
Increase 1906-1907.. . . .	2,566	\$23,670.22	200.91	2,182	\$41,360.59

Payable in Newfoundland.	No. of Orders.	Amount.	Issued in Newfoundland.	No. of Orders.	Amount.
Issued in—			Payable in—		
United Kingdom ...	307	\$6,761.62	United Kingdom	3,206	\$49,701.08
Dominion of Canada	5,697	101,004.52	Dom. of Canada	5,831	74,597.70
United States.....	6,153	116,216.88	United States . . .	4,507	47,823.79
Newfoundland.....	14,936	256,613.84	Newfoundland...	15,048	255,479.85
Total.....	27,093	\$480,596.86	Total.....	28,592	\$427,602.42

Commission Account.

To proportion paid United Kingdom	\$214.66	By Commission for Orders issued in Newfoundland for year 1906-1907	\$3,296.75
To amount paid Revenue Account, per Accountant Postal Department	3,082.09		
Total.....	\$3,296.75	Total.....	\$3,296.75

H. B. DRYER, *Superintendent.*

Postal Order Business for five years, ending June 30th, 1907.

Year.	Issued at St. John's.		Issued at other Offices.		Commission.
	No. of Orders.	Value.	No. of Orders.	Value.	Amount.
1902-3	2,902	\$8,252.79	961	\$2,351.83	\$103 02
1903-4	3,192	9,593.43	1,352	3,192.20	121.73
1904-5	3,689	10,278.50	982	1,562.29	126 97
1905-6	4,520	12,442.68	242	411 96	129.24
1906-7	4,143	11,085.64	246	387.79	121.93

CLASS A: REGISTERED LETTERS AND PARCELS—*Report of all cases occurring containing money sent through*

No	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	Address of Letter.
					Name.
1	Reid-Nfld. Co.....	St. John's G.P.O.	June 23...	Cheque...	Alfred Menchon
2	Pierce Murphy	Renews.....	Dec	P val. \$2	Mrs. McKnight.....
3	Miss Bessie Holloway.....	Boston.....	Oct. 15 ...	\$7 00	J. Holloway
4	Mrs. Gushue	Duckworth St. E. City	Oct. 9.....	\$10.00	Mr. John Gushue.....
5	Mrs. Quinn.....	Renews	Oct. 4.....	\$30.00	Mr. Kennedy, c Fortune
6	Mr. Rowe	Heart's Content.	Jany 1....	cert \$1.20	John Anderson
7	Mrs. Coxworthy	Grand Bank.....	Dec. 7.....	p gold r'g	Mrs. Evans c J. R. Knight
8	John Butler	Bonne Bay.....	May 25...	\$5.00.....	Emanuel Bullett.....
9	Bowring Bros., Ltd	St. John's	March 5..	p value...	Miss Nellie Hogan
10	Andrew Lethbridge.....	Brooklyn, B.B....	April 10..	\$1.50	Archibald Tilley

CLASS B—*Unregistered*

1	Michae. Cormier	Codroy Water Shute.....	Aug. 28...	\$1.90.....	The P.M. General.....
2	Joseph Morris	Lower Id. Cove...	Aug. 26...	M. O. \$20	Baird Gordon & Co.....
3	Mrs. John Roberts.....	Change Islands...	June 27...	\$5 00	Miss Emma Ledrew
4	Michael McCarthy.....	Bell Isle	April 20...	\$6.00	Master Thos. McCarthy...

within the year ended 30th June, 1907, of Abstraction from, or loss of Letters the Post Office of Newfoundland.

Address of Letter.	Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.
Place.		
Norris's Arm	Trace of letter ceased at Norris's Arm P.O.....	Cheque was duplicated by Co.
Brooklyn, N.Y.	No evidence of despatch from Renew's P.O.	P. M. made good the loss.
King's Cove	Said not received from train by Mail Clerk Dundee	Amount made good to addressee.
Burgoyne Cove	No money found in letter..	No evidence that letter was tampered with
St. John's	Amount made good by P.M., Renew's.....	Who neglected to record letter.
St. John's	Said not received by St. John's Registration Clerk.....	Amount made good.
St. John's	Disappeared in Registration office, St. John's ...	\$10 paid addressee.
Northern Bay.....	Trace ceases at Northern Bay P.O.....	Value made good by P.M.
Petrie's Crossing.....	Sender omitted to put amount in letter	
Clareville	Trace cease at Shoal Harbor P.O.....	Amount made good by P.M.G.

Articles.

St. John's	Stated not received.....	No trace owing to want of registration.
St. John's	Stated not received.....	do (order duplicated.)
Circular Rd., St. John's...	Stated not received.....	do
St. Bon's College.....	Stated not received.....	do

DISPATCHES

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DISPATCHES.

...

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DESPATCHES.

DOWNING STREET,
19th July, 1907.

NEWFOUNDLAND.
No. 49.

SIR,—

I have the honor to transmit to you, to be laid before your Ministers, copy of a note addressed by the Secretary of State for Foreign Affairs to the United States Ambassador at this Court proposing a *Modus Vivendi* regarding the American fishery rights in Newfoundland waters for the season of 1907.

2. The proposals embodied in this note have formed the subject of repeated discussions with your Prime Minister, who received a copy of the note before his departure from England; but I regret to inform you that they have not altogether met his wishes. I shall therefore explain briefly the reasons which have induced His Majesty's Government to adopt the views expressed in the note to Mr. Whitelaw Reid.

3. The expiration of the *Modus Vivendi* for the season of 1906 left matters as they stood in the early part of that year. The Government of the United States asserted that the fishery privileges granted to them in Newfoundland waters by the Treaty of 1818 were to be exercised independently of any Colonial regulations, while His Majesty's Government claimed that it was within the power of the Colonial Government to enact such regulations as did not interfere with the exercise of the American right. Under these circumstances His Majesty's Government were compelled to take into consideration what arrangements could be made for the season of 1907.

4. Sir R. Bond suggested in his speech at the Colonial Conference of the 14th of May that the rights granted to the inhabitants of the United States under the Treaty of 1818 were not set forth in language that was ambiguous, and he asked that His Majesty's Government should define the rights of the American citizens under the Treaty. But His Majesty's Government have already intimated to the United States Government the extent of the rights conferred, in their view, on the American fishermen by the Treaty, and that definition has not been accepted by the Government of the United States, who on their part contend that the words of the Treaty bear precisely the opposite meaning to that assigned to them by Sir R. Bond. His Majesty's Government adhere to the interpretation of the Treaty conveyed in Sir E. Grey's note to Mr. Whitelaw Reid of the 2nd of February, 1906, but your ministers will realize that it is impossible for one party to a treaty to force its own interpretation of the meaning of the treaty upon the other party.

5. Recourse must therefore be had to diplomacy for a settlement of the points at issue, and His Majesty's Government will use every effort to secure results favorable to Newfoundland, but obviously some arrangements *ad interim* was essential for the approaching season. Sir R. Bond suggests as a solution of the question that the assent of the Crown should be given to the Act of 1906, and that the Colonial Government should be permitted to enforce its laws for the regulation of the fisheries.

6. To adopt this suggestion would have led to strong protests from the United States Government, which would justly have pointed out that His Majesty's Government were thus adopting their own interpretation of the Treaty in an extreme form. It would have involved compelling the American fishermen to conform to Customs laws, to pay light dues, not to use purse seines or fish on Sundays, and would have deprived them of the assistance of Newfoundland fishermen in carrying on their operations. His Majesty's Government therefore felt that some arrangement must be made unless serious difficulties were to be raised as soon as fishing commenced.

7. His Majesty's Government have therefore decided not to insist on American vessels calling at Custom House—though they have suggested to the United States Government good reasons why such vessels should call—and to exempt those vessels from payment of light dues in cases where similar vessels registered and owned in the Colony are exempt. They recognize that those concessions are substantial, but they consider that they are the least injurious to the interests of the Colony. On the other hand they have pressed the right of the Colonial Government to prevent Newfoundlanders serving on American vessels, and they have urged the United States Government to accept the prohibition of the use of purse seines and of Sunday fishing. These proposals are now under the consideration of the United States Government and no effort will be spared to secure the most favorable terms possible for Newfoundland pending the further discussion of the main questions at issue.

8. His Majesty's Government earnestly trust that in the carrying out of any *Modus Vivendi* which may be found necessary and in the conduct of negotiations they will receive the fullest co-operation of the Newfoundland Government. In his speech at the Colonial Conference Sir R. Bond repudiated any desire to limit the treaty rights of American citizens, and asked for nothing but justice and responsibility sanctioned by the spirit and forms of the British Constitution. His Majesty's Government feel therefore entitled to rely on his help in arranging conditions on which the fishery may be carried on pending the final settlement of the dispute with the United States as to the meaning of the Treaty of 1818; for they have no doubt that your Ministers will agree that the strict observance of treaty obligations is binding upon all portions of the British Empire.

I have, etc.,

(Sgd.) ELGIN.

Governor

Sir William MacGregor, G.C.M.G., C.B.

FOREIGN OFFICE,
20th June, 1907.

No. 19434, 1907.

SIR,—

On the 20th July last, Your Excellency communicated to me a letter addressed to you by Mr. Root in which he gave reasons which prevented his agreement with the views of His Majesty's Government as to the rights of American fishing vessels in the waters of Newfoundland under the Convention of 1818.

No reply was returned at the time to the arguments contained in this letter, as the divergence of views between the two Governments made it hopeless to expect an immediate and definite settlement of the various questions at issue and it was essential to arrive at some arrangement immediately which would secure the peaceable and orderly conduct of the impending fishery season.

Upon the conclusion of the *Modus Vivendi*, His Majesty's Government further deferred any additional observations on the question at issue, until the arrival in this country of the Premier of Newfoundland to attend the Imperial Conference.

They have now had the advantage of a full discussion with Sir R. Bond, and although His Majesty's Government are unable to modify the views to which they have on various occasions given expression, of the proper interpretation of the Convention of 1818 in its bearing on the rights of American fishermen, they are not without hope, having regard to the willingness of the United States Government from a practical point of view to discuss reasonable and suitable regulations for the due control of the fishermen of both countries, that an arrangement may be arrived at which will be satisfactory to both countries.

I desire at the outset to place on record my appreciation of the moderation and fairness with which Mr. Root has stated the American side of the question, and I shall in my turn endeavor to avoid anything of a nature to embitter this longstanding controversy.

It will be convenient to recapitulate the main grounds of divergence between the two Governments on the question of principle.

His Majesty's Government, on the one hand, claim that the Treaty gave no fishing rights to American vessels as such, but only to inhabitants of the United States, and that the latter are bound to conform to such Newfoundland Laws and Regulations as are reasonable and not inconsistent with the exercise of their Treaty rights. The United States Government on the other hand assert that American rights may be exercised irrespective of any laws or regulations which the Newfoundland Government may impose, and agree that as ships, strictly speaking, can have no rights or duties, whenever the term is used, it is but a convenient or customary form of describing the owners' or masters' rights. As the Newfoundland fishery, however, is essentially a ship fishery, they consider that it is probably quite unimportant which form of expression is used.

By way of qualification Mr. Root goes on to say that if it is intended to assert that the British Government is entitled to claim that, when an American goes with his vessel upon the Treaty Coast for the purpose of fishing or with his vessel enters the bays or harbours of the coast for the purpose of obtaining shelter and of repairing damages therein or of purchasing wood or of obtaining water, he is bound to furnish evidence that all the members of the crew are inhabitants of the United States, he is obliged entirely to dissent from any such proposition.

The views of His Majesty's Government are quite clear upon this point. The Convention of 1818 laid down that the inhabitants of the United States

should have for ever in common with the subjects of His Britannic Majesty the liberty to take fish of every kind on the coasts of Newfoundland within the limits which it proceeds to define.

This right is not given to American vessels and the distinction is an important one from the point of view of His Majesty's Government, as it is upon the actual words of the Convention that they base their claim to deny any right under the Treaty to American masters to employ other than American fishermen for the taking of fish in Newfoundland Treaty waters.

Mr. Root's language however appears to imply that the conditions which His Majesty's Government seek to impose on the right of fishing is a condition upon the entry of an American vessel into the Treaty waters for the purpose of fishing. This is not the case. His Majesty's Government do not contend that every person on board an American vessel fishing in the Treaty waters must be an inhabitant of the United States but merely that no such person is entitled to take fish unless he is an inhabitant of the United States. This appears to meet Mr. Root's argument that the contention of His Majesty's Government involves as a corollary that no American vessel would be entitled to enter the waters of British North America (in which the inhabitants of the United States are debarred from fishing by the Convention of 1818) for any of the four specified purposes, unless all the members of the crew are inhabitants of the United States

Whatever may be the correct interpretation of the Treaty as to the employment of foreigners generally on board American vessels, His Majesty's Government do not suppose that the United States Government lay claim to withdraw Newfoundlanders from the jurisdiction of their own Government so as to entitle them to fish in the employment of Americans in violation of Newfoundland laws. The United States Government do not, His Majesty's Government understand, put their claim higher than that of a "common" fishery and such an arrangement cannot override the power of the Colonial Legislature to enact laws binding on the inhabitants of the Colony.

It can hardly be contended that His Majesty's Government have lost their jurisdiction not only over American fishermen fishing in territorial waters of Newfoundland, but also over the British subjects working with them.

It may be as well to mention incidentally in regard to Mr. Root's contention that no claim to place any such restriction on the French right of fishery was ever put forward by Great Britain, that there was never any occasion to advance it, for the reason that foreigners other than Frenchmen were never employed by French fishing vessels.

The main question at issue is however that of the application of the Newfoundland regulations to American fishermen. In this connection the United States Government admit the justice of the view that all regulations and limitations upon the exercise of the right of fishing upon the Newfoundland coast, which were in existence at the time of the Convention of 1818, would now be binding upon American fishermen. Although Mr. Root considers that to be the extreme view which His Majesty's Government could logically assert and states that it is the utmost to which the United States Government could agree,

His Majesty's Government feel that they cannot admit any such contention as it would involve a complete departure from the position which they have always been advised to adopt as to the real intention and scope of the treaties upon which the American fishing rights depend. On this vital point of principle there does not seem to be any immediate prospect of agreement with United States views and it would therefore seem better to endeavor to find some temporary solution of the difficulty as to the regulations under which the Americans are to fish.

His Majesty's Government note with satisfaction Mr. Root's statement that the American Government are far from desiring that the fishery should go unregulated, and believing as they do that the Newfoundland Regulations have been framed with the intention of preserving and maintaining the fishery in the most efficient and productive condition, and for the prevention of practices that must be detrimental to the common interests they propose to communicate a copy of all the Regulations that are now in force and if there is anything in these Regulations which the United States Government feel to bear hardly upon the American fishermen, His Majesty's Government will gladly pay the utmost consideration to any American representations on the subject with a view to the amendment of the Regulations in the sense desired, provided that such be consistent, with the due preservation of the fishery.

Pending this examination of the Regulations His Majesty's Government would propose the following arrangements as to the provisions in the Newfoundland enactments that have not been most discussed.

These are the obligation to report at a custom house; and to pay light dues; and the prohibition to use purse seines; and to fish on Sundays. Other regulations, such as the prohibition to throw ballast or rubbish into the water frequented by herring, and to throw overboard on the fishing ground fish offal, heads and bones, have occasionally come in question, but are clearly reasonable, and are not, it is believed, objected to by the United States Government. Fishing at night is another question which has been discussed, although it is not forbidden by the regulation His Majesty's Government understand that by tacit consent among the fishermen themselves fishing is not pursued at night, and with this arrangement there seems no reason to interfere.

With regard to the entry and clearance of American vessels at Newfoundland ports I would remind Your Excellency that the American vessels engaged in the winter fishery in the Bay of Islands must pass in close proximity to several custom houses, and that it cannot be said that the obligation to report and clear unduly interferes with the operations of the vessels. On this point, however, His Majesty's Government would, in order to secure an arrangement for the next fishing season, be prepared to defer discussion of the question of right; but they would urge on the other hand that it would be most advisable that American vessels should comply with the regulation on the ground that unless the vessels enter at the custom houses, the British authorities have no cognizance that they are in Newfoundland waters, and that, as His Majesty's Government are responsible for keeping the peace, it is important that they should know exactly what American vessels are on the fishing grounds. Moreover, the provision in question is clearly necessary for the prevention of smuggling,

and unless American vessels have made proper entry at a custom house, there are no means, short of searching the vessels, of ascertaining whether they are really fishing vessels and not smugglers.

The next point in dispute is the prohibition of purse seines. His Majesty's Government have the independent testimony of British naval officers who have been employed on the Treaty Coast as to the destructive results of their use; and they would therefore point out that there is complete justification for the Colonial Regulation.

I would, moreover, remind Your Excellency that the regulation is in force in all the waters of the Colony of Newfoundland and of the Dominion of Canada, and applies equally to all fishermen, whether they be Newfoundlanders or not. His Majesty's Government, therefore, feel that they cannot interfere with the enforcement of the Regulation which prohibits purse seines in the waters of Newfoundland. They would also point out that fishing on Sundays is always liable to lead to regrettable breaches of the peace, and they would propose that the American fishermen should agree to abstain from this practice.

Finally, His Majesty's Government feel that the payment of light dues by an American vessel entering a port of the Colony clearly does not involve an unreasonable interference with the exercise of the Treaty rights of the American fishermen on board. These dues are payable by all vessels of whatever description and nationality, other than coasting and fishing vessels owned and registered in the Colony. As, however, vessels of the latter class are under certain conditions exempt either wholly or in part from payment, His Majesty's Government consider that it would be unfair to introduce any discrimination against American vessels in this respect, and it is proposed that the demand for light dues should be waived under the same conditions as in the case of the Newfoundland vessels.

I venture to express the hope that the temporary arrangement outlined above will be agreed to by the United States Government.

I have, etc.,

(Sgd.) E. GREY.

His Excellency the Honorable Whitelaw Reid, &c., &c.

DOWNING STREET,
19th September, 1907.

NEWFOUNDLAND.

No. 70.

SIR,—

His Majesty's Government consider it to be due to your Government as well as to themselves to place on record in a more complete form than is possible by the medium of telegrams the reasons which have led to the conclusion of the Modus Vivendi with the United States regarding the Newfoundland fisheries, and to the passing of the Order in Council of the 9th September, of which your Government was informed in my telegrams of the 7th and 9th instant.

2. As your Ministers are aware, His Majesty's Government and the Government of the United States of America differ fundamentally in their interpretation of the Convention of 1818 regarding the nature and extent of American fishery rights in Newfoundland waters. The details of the controversy are familiar to your Ministers and may be summed up in the proposition that the United States Government claim that that Treaty confers upon American fishermen a right to fish in the specified waters of Newfoundland free from the exercise of any control by the Colonial Government, or at most subject only to such regulations or restrictions as were in force in 1818 at the date when the Treaty came into force, while His Majesty's Government contend that there is nothing in the Treaty to derogate from the recognized sovereignty of His Majesty in Newfoundland and that the American fishermen are subject to all enactments and regulations for the preservation of the fishery which are applicable to the fishermen of Newfoundland.

3. In the case of a fundamental divergence of views between friendly powers, there is no means of settling the dispute save by diplomacy or arbitration. His Majesty's Government made every effort to obtain a satisfactory solution of the question by the former method, but they cannot disguise from themselves the fact that their efforts to do so were seriously prejudiced by the fact that the United States Government were convinced that the Legislature of Newfoundland in 1905 and the Bill of 1906 were designed rather as a measure of retaliation than to further the preservation of the common fishery.

4. The situation was fully discussed with your Premier on his visit to England in connection with the Colonial Conference, and Sir R. Bond expressed himself as strongly in favor of a reference to arbitration* before the Hague Tribunal. His Majesty's Government were prepared to accept this proposal and ascertained from the Prime Minister of Canada that, in order to help as far as possible the Newfoundland Government, the Dominion Government would concur in the proposal which directly affects Canada since the fishery off the Magdalen Islands is conducted on the same terms as the Newfoundland fishery.

5. His Majesty's Government therefore undertook to approach the Government of the United States of America with a proposal for arbitration, and it was pointed out to Sir R. Bond that, pending the result of communication with that Government and the reference of the whole case to the arbitral tribunal, it would be essential to conclude a *Modus Vivendi* for the fishery season of 1907. It was no doubt logically open to His Majesty's Government to take up the position that the interpretation which they put on the Treaty was so obviously correct that they were resolved to enforce it upon American vessels regardless of the consequences. His Majesty's Government considered however that in a case of this kind a reference to arbitration was the proper course to take in dealing with a friendly power, and it would not have been consistent with such an attitude on their part to insist, pending arbitration, that the United States Government should submit to conditions which would in the opinion of that Government have in practice made the rights of American fishermen under the Treaty worthless for the ensuing season.

6. Before Sir R. Bond left England a *Modus Vivendi* was drafted for submission to the Government of the United States, the terms of which were com

municated to your Premier. By that proposal the United States Government was asked to abandon on behalf of its fishermen the claim to use purse seines, to fish on Sundays, and to employ Newfoundland fishermen. In return their vessels were to be exempt from light dues to the same extent as the vessels registered in Newfoundland, and while they were to call at Custom houses whenever physically possible, the duty was not to be imposed as of legal right. While ready to urge the acceptance of these proposals on the United States Government, His Majesty's Government recognized that they were hardly likely to meet with the approval of that Government and your Premier was expressly warned that further concessions would be in all probability required.

7. As a matter of fact the United States Government declined to acquiesce in the proposed *Modus Vivendi* on the ground that to accept it would be to concede all the vital points in dispute. Your Government was informed of this in my telegram of the 23rd July, the text of which—as there has been dispute as to its exact significance—I append in full.

“ We have now received answer from the United States Ambassador to our note of the 20th June, which was shown to your Prime Minister, and a copy of which was privately sent you on the 21st June. The effect of the note is that the United States Government cannot give their acquiescence to the present proposals of His Majesty's Government which they feel would be tantamount to yielding all vital questions in dispute. In their opinion the surrender of the right to hire local fishermen, and the surrender at the same time of the use of purse seines, and of fishing on Sunday, would render their treaty rights worthless. We are, therefore, face to face with a reference of pending question to arbitration, and an *ad interim* renewal of the *Modus Vivendi*. The United States Ambassador has proposed arbitration before the Hague Tribunal, and suggests that a conclusion to the proceedings will be reached in so short a time that last year's *Modus Vivendi* can be continued without causing any real hardship to the Colony. If, however, we refused to renew the agreement as to the employment of Newfoundland fishermen, they would be compelled to insist on the use of purse seines. To give up both points they would consider equivalent to abandoning altogether their treaty rights.

“ From the proceedings at the Conference, and also from the correspondence which took place with me, His Majesty's Government are aware that Sir R. Bond is desirous to have all the outstanding questions settled by arbitration before the Hague Tribunal, and the United States Government are being so informed, and a communication will be addressed to you on procedure relating to that subject, but I shall be glad, in the meantime, of the observations of your Prime Minister upon the continuance of last year's *Modus Vivendi*, especially whether he attaches more importance to the prohibition of the employment of Newfoundland fishermen, or as to that of the use of purse seines.”

It was the intention of this telegram—and on careful perusal of its terms I confess I think the intention was clearly expressed—to convey to your Ministers the fact that in the opinion of His Majesty's Government it was imperative to conclude some *Modus Vivendi* with the United States Government for the season of 1907, and to invite their opinion as to the terms of that *Modus Vivendi* in regard to the points to which the United States Government took exception, the prohibition of the employment of Newfoundland fishermen and of the use of purse seines.

8. The reply of your Ministers to this telegram was forwarded in your telegram of the 2nd of August, and was to the effect that your Ministers declined to recognise the necessity for any *Modus Vivendi*, and did not consider that they should be called upon to decide as suggested in my telegram of the 23rd of July upon the relative importance of prohibition of the use of purse seines, and prohibition of the employment of Newfoundland fishermen. They suggested, however, that it would be possible for His Majesty's Government to abrogate the 1818 treaty—a suggestion which it is difficult to believe can have been meant seriously—and that it would be sufficient if the Fishery Regulations were communicated to the Government of the United States in order that exception might be taken to such as seemed objectionable, and the regulations be amended, if necessary, before the fishery season began.

9. In my telegram of the 10th August I pointed out that the time before the opening of the fishery season at the beginning of October, was much too short to allow of any decision of the Hague Tribunal being received, and your Ministers, no doubt, recognize that as the whole question at issue is the validity of the regulations in question, nothing could have been effected by a mere examination and discussion of the regulations between the two Governments in the six or seven weeks before the opening of the fishery. I therefore stated that His Majesty's Government had proposed a *Modus Vivendi* for 1907 on the lines of that for 1906, but excluding the right of using purse seines, and I enquired in my subsequent telegram of the 16th of August whether His Majesty's Government could rely on the co-operation of your Government in carrying out the *Modus Vivendi*.

10. I may explain that in deciding on the terms of the *Modus Vivendi* His Majesty's Government were seriously hampered by being left in ignorance of the comparative importance attached by your Government to the question of the use of purse seines and the employment of Newfoundland fishermen. Sir R. Bond, during the discussion in England, took exception in the strongest terms to concession on either point, but, in deciding that the use of purse seines should be prohibited, His Majesty's Government were influenced mainly by two considerations. In the first place, while there is no doubt that the use of purse seines in the narrow bays of Newfoundland is attended by serious difficulties, it is equally clear that if deprived of the help of Newfoundland fishermen, the American vessels would be forced either to return empty, or to attempt to use purse seines. The effort to do so would almost inevitably have led to disputes between the American and Newfoundland fishermen, either party seeing that their means of livelihood were threatened by the action of the other, with the result that disturbances such as those at Fortune Bay in 1878, which cost Her Majesty's Government in compensation to the United States fishermen over £11,000, in addition to the sums actually refunded by the Newfoundland Government, might have broken out, embittering the feeling between the two Governments, and endangering the success of the proposed arbitration. In the second place, the use of purse seines is definitely forbidden by the law of Newfoundland, and to sanction their employment would be deliberately to override an enactment of the Colonial Legislature. But the employment of fishermen is in a different category. Whatever penalties the fishermen may expose themselves to—and on this matter I express no opinion, as the case is still *sub judice*—there appears to be nothing in the law of Newfoundland which authorizes the

infliction of a penalty on American vessels employing these men. To permit the hiring of Newfoundland fishermen therefore involved no breach as far as His Majesty's Government were aware of the law of the Colony. If, however, His Majesty's Government are wrong in the concession which they have made to the Government of the United States, it must be borne in mind that your Ministers, when consulted, refused to give advice on the subject, even under protest.

11. Even in your telegram of the 14th of August no reference was made to this point. Your Ministers confined themselves to protesting against the conclusion of a *Modus Vivendi* without submission of its terms to and approval by them, and they stated that, had this step been taken, they would, in view of the assurance that the questions at issue would be submitted to arbitration, and the fact that Imperial interests of great importance were involved, have readily adopted measures to render unnecessary any action by His Majesty's Government.

12. In my reply of the 16th of August I pointed out that in my telegram of the 23rd of July I had intimated that a *Modus Vivendi* must be concluded, and had expressly invited your Ministers' views as to its terms and that your Ministers were therefore wrong in considering that they had in any way been ignored. I accordingly invited their co-operation in carrying out the *Modus Vivendi* and suggested either that they should undertake not to enforce so much of the Colonial law as conflicted with the terms of the *Modus Vivendi* or that they should pass legislation to give statutory sanction to the *Modus Vivendi* until the decision of the Hague Tribunal was secured, thus maintaining to the full the authority of the Colonial Government. I added that I had received the assent of the Dominion Government to arbitration and that pending the settlement of the dispute by arbitration, His Majesty's Government greatly deprecated even the appearance of differences between them and the Government of Newfoundland as to Colonial rights.

13. Your Ministers' reply conveyed in your telegram of the 20th August declined to accept the *Modus Vivendi* but, for the first time, put forward an alternative suggestion such as might be proposed to the American Government. As explained by your telegram of the 22nd of August, their suggestion was that, the *Modus Vivendi* being withdrawn, the Colonial Government should permit American fishermen to purchase fish from Newfoundland at two dollars per barrel, which was seventy-five cents a barrel more than the market price in 1906 but which was no doubt a fair price in 1907. His Majesty's Government lost no time in putting the proposal before the American Government, but the United States Ambassador replied that his Government regretted that they could not accept the offer, since the fishing fleet had already sailed. Your Ministers were so informed in my telegram of 30th August, and I again invited them to co-operate in carrying out the proposed *Modus Vivendi* which was then inevitable in view of the necessity of some arrangement being made before fishing began.

14. To the great regret of His Majesty's Government your Ministers declined to accept their invitation and merely reiterated, in your telegrams of the 1st and 4th of September, their readiness to permit the Americans to purchase

fish if the proposed *Modus Vivendi* were withdrawn. They declined absolutely to allow the employment of Newfoundland fishermen by United States vessels, and His Majesty's Government had no option, since the American vessels had already started and some arrangement was imperative, but to conclude on the 6th of September the *Modus Vivendi* formally suggested by the United States Ambassador on the 4th of September. But in doing so, they were able to secure a most valuable concession for your Government, for the United States Ambassador consented to add to his note an undertaking that his Government would be ready to give the most favorable consideration to any arrangement made locally between your Government and the American fishermen in modification or supersession of the *Modus Vivendi*. It is therefore open to your Ministers to adopt an arrangement similar to the proposal made in your telegram of the 20th of August which they stated would be readily accepted by the American fishermen.

15. Having concluded the *Modus Vivendi* His Majesty's Government were under an obligation to take the necessary steps to carry out its provisions. As your Ministers are aware, this was done last year, partly by the action of the Naval Officer commanding on the Newfoundland Station, and partly through the forbearance of your Ministers to press any proceedings against the Newfoundland fishermen employed by the American vessels. But such a state of affairs could not be expected to be repeated in the season of 1907, and your Ministers had definitely refused to undertake not to apply the Colonial laws to American vessels. If then His Majesty's Naval Officers had taken steps to enforce the *Modus Vivendi* by preventing say the arrest of a Newfoundland fisherman on an American vessel by an officer of your Government, his action would have been illegal, and would have exposed him to a suit in which he might have been condemned in heavy damages which must have been paid by His Majesty's Government. His Majesty's Government were not inclined to give an opening for such complications, and they felt that it would be a deplorable incentive to lawlessness if a collision were to take place between the officers of His Majesty in his Imperial and Colonial Governments. They therefore decided that recourse should be had to the powers conferred on His Majesty in Council by section 1 of the Imperial Act, 59 G. III., c. 38, which enables His Majesty by Order in Council to issue from time to time directions for securing to the United States fishermen the rights granted them by the Treaty of 1818. This Order is, however, restricted to the bare minimum necessary to secure the uninterrupted exercise by the American fishermen of their treaty right pending the decision of the Hague Tribunal as to the precise extent of that right. It does not purport to authorise Newfoundland fishermen to fish for American vessels if the result of the pending litigation should establish that to do so is illegal; it merely enacts that process against such fishermen shall not be served on American vessels, nor shall such vessels or their tackle be liable to seizure. His Majesty's Government sympathise indeed—as do your Ministers—with the hardships at present entailed on the fishermen of Newfoundland, but while they claim for themselves the right to act in Imperial interests of the gravest moment, they do not assert any right to regulate the relations between the Government of Newfoundland and any section, however numerous, of the people of the Colony. They have therefore instructed the Senior Naval Officer on the Station to co-operate in every possible way with your Government in carrying out the law of the Colony as modified by the Order in Council, and in endeav-

ouring to effect an arrangement with the American fishermen satisfactory to your Government in suppression of the *Modus Vivendi*.

16. I am, however, constrained to add that His Majesty's Government cannot but feel that in this important question they have not received all the assistance which they were entitled to expect at the hands of your Ministers. My colleagues and myself are not responsible for, and did not create, the burdensome treaty obligations which bear so heavily on Newfoundland; and the practical sympathy of this country with the Colony was shown in 1904 when the late Government, with the full approval of every section of the community, made considerable sacrifices, not merely of money, but of British territory, in order to relieve Newfoundland from the most onerous of the French treaty rights. But whatever charges may be brought against the policy which in 1818 conceded the American treaty rights of fishery, nevertheless those rights remain binding and have been continuously exercised for nearly 90 years. Circumstances have hitherto prevented any serious difficulty arising in this connection, so far as Newfoundland has been concerned, but since their extent has been questioned, it is the duty of the Imperial and Colonial Governments to co-operate with each other in effecting a satisfactory settlement. I do not think that your Ministers can deny that His Majesty's Government have given the fullest consideration to your Premier's views as expressed both when in London and since his return to Newfoundland, and on reflection they will probably admit that the extent to which concession to the United States Government is desirable and right, is a matter in which, in case of difference, some consideration must be shown for the view of His Majesty's Government, who are trustees of the interests of the whole Empire, as well as of Newfoundland. Considering that the Government of Canada—which has at present a satisfactory working arrangement as to treaty rights with the United States—has shown its sense of the necessity of unity of action on foreign affairs by associating itself with Newfoundland in reference to arbitration of the interpretation of the treaty of 1818, His Majesty's Government cannot but feel that some consideration might have been accorded by your Ministers to their appeals for co-operation in arranging what is after all merely a temporary *Modus Vivendi* pending the settlement of the main issues by arbitration. They trust, therefore, that your Ministers may yet decide to work in harmony with the Imperial Government, in which case His Majesty will at once be advised to revoke the Order in Council of the 9th of September, and both Governments will be able to devote themselves to the important task of preparing the case of the Colonial Government for the consideration of the Hague Tribunal.

17. Your telegram of the 11th of September reports that our Ministers request that time may be given to them for consideration of the situation created by the issue of the Order in Council, and that in the meantime the publication of the Order in Council may be held over. I gladly comply with this request—though strictly speaking it is proper that an Order in Council should receive immediate publicity, as I am anxious now and always to show every courtesy and consideration to the wishes of the Colonial Government. But it must clearly be understood that you are instructed to publish an Order in Council immediately on the arrival of the American fishermen, unless before that date your Government have given their adherence to the *Modus Vivendi*, and have undertaken to carry it fully into effect. The American fishermen are entitled as soon

as they arrive in Newfoundland waters to the protection of the *Modus Vivendi*, and His Majesty's Government cannot risk the possibility of having the validity of an Order of His Majesty in Council questioned on the ground that it had not been made known to the subordinate officers of your Government.

I have the honor to be, Sir,

Your most obedient, humble servant,

(Sgd.) ELGIN.

Governor

Sir William MacGregor, G.C.M.G., C.B.
&c., &c., &c.

WM. MACGREGOR,
Governor.

No. 71, 19th September, 1907.

The Governor transmits to the Honourable the House of Assembly copy of a despatch from the Right Honourable the Secretary of State for the Colonies in reply to the Address of the Legislative Council and House of Assembly passed during the last session of the Legislature on the subject of the *Modus Vivendi* entered into between His Majesty's Government and the Government of the United States of America regarding the Newfoundland Fisheries in the year 1906.

Government House,
St. John's, 10th January, 1908.

Copy.

DOWNING STREET,
19th September, 1907.

NEWFOUNDLAND.

No. 71.

SIR,—

I duly received the Address of the Legislative Council and House of Assembly of Newfoundland on the subject of the *Modus Vivendi* with the Government of the United States regarding the Newfoundland fisheries concluded by His Majesty's Government which was enclosed in your despatch No. 34 of the 27th February last.

2. I delayed replying to the Address in the hope of a satisfactory agreement being arrived at with your Government as to the terms on which the fishery should be conducted pending the settlement of the question in dispute by arbitration. But as it appears to my regret to be unlikely that this hope will be realized I feel it due to the Legislative Council and House of Assembly no longer to leave their Address without a reply.

3. I have therefore to request that you will inform the Legislature that I have given the most careful consideration to their representations, but that for reasons which are fully described in my despatches No. 49 of the 19th of July and No. 70 of even date, His Majesty's Government have considered it essential to conclude a *Modus Vivendi* for 1907 on similar terms to that of 1906, but with important modifications in favor of the Colony, the use of purse seines being absolutely forbidden.

4. You will communicate copies of this despatch and of the despatches referred to above to both Houses of the Legislature.

I have, etc.,

(Sigd.) ELGIN.

Governor

Sir Wm. MacGregor, G.C.M.G., C.B.,
&c., &c., &c.

COPY OF MINUTE OF COUNCIL.

SEPTEMBER 11th, 1907.

His Excellency the Governor to be moved to transmit the following reply to the cablegram received from the Right Honourable the Secretary of State for the Colonies, of the date 6th instant, viz.:

My Ministers are surprised to learn that their reply of the 3rd instant to your telegram of the 2nd instant was received by His Majesty's Government with much regret. They had hoped and expected that His Majesty's Government would have recognized in it a determination on their part to aid in an honourable compromise which, while upholding the sovereignty of the laws of the Colony, permitted United States fishermen to obtain herring on the Treaty Coast precisely as they had done prior to the *Modus Vivendi* of last year. It had ever been the custom of American fishermen to purchase herring from the local fishermen resident on that coast, and not to engage them as part of their crews. The acceptance of the proposal of Ministers would therefore have placed the Americans in precisely the same position that they occupied before the dispute arose. Such being the case, Ministers find it difficult to determine what object is expected to be gained by forcing upon this Colony an arrangement so objectionable in its character. They would point out to His Majesty's Government that while their proposal would have ensured the harmonious conduct of the fishery, the forcing upon this Colony of an objectionable arrangement is calculated to engender feelings of ill-will and resentment amongst His Majesty's subjects here.

My Ministers would also point out that His Majesty's Government is in error in stating that "no reply was received" to the enquiry contained in your

telegram of the 23rd July; the reply will be found in Minute of Committee of Council of the 1st of August. The pledge they asked of His Majesty's Government in respect to the reference to the Hague Tribunal related solely to a portion of the coast of this Colony, and was not a matter in which the Canadian Government is in any way concerned, and they must respectfully protest against the submission of the Colony's case being determined by the Canadian Government or subject to its approval.

They can only express their regret that His Majesty's Government has renewed the *Modus Vivendi*, and has passed an Order-in-Council which is intended to override both international and local law, and which is, in their opinion, calculated to prejudice the Colony's case before the Hague Tribunal.

Ministers observe that while in the telegram of date 9th instant, which accompanied the text of the Order-in-Council, it is intimated that His Majesty's Government will be prepared to revoke or modify its provisions immediately a satisfactory arrangement is made by the Colonial Government with American fishermen or the *Modus Vivendi* is accepted by the Ministers, the initial paragraph of the cablegram embodying the text of the Order-in-Council directs immediate publication of the Order and the transmission of a copy of it to the Senior Naval Officer by His Excellency the Governor. Ministers consider that they are at least entitled to a reasonable time in which to consider the proposal submitted by His Majesty's Government before the Order-in-Council is promulgated, and would again point out that the fishery will not commence for at least another month; that American fishermen will not have arrived on the Treaty Coast before that date, and that if, after consideration, they should deem it practicable to enter into an arrangement with American fishermen such as is now suggested by His Majesty's Government, it could not be done until the said fishermen had arrived on the Treaty Coast. It may not have occurred to His Majesty's Government that even if American fishermen had left Gloucester for the Treaty Coast, they must have done so with no other understanding than that the *Modus Vivendi* of last year would be renewed, and hence any arrangement that they may have made in connection with the Treaty Coast fishery must have been based upon the supposition that they would be compelled to ship part of their crews outside the three-mile limit. This would mean considerable expense, as well as risk to life, and therefore the proposal of Ministers, instead of causing embarrassment (even if the Americans had left Gloucester) must have greatly facilitated the conduct of their business had it been accepted. They ask that they be allowed a reasonable time to consider what their course of action should be before the Order-in-Council is published, in view of the fact that they could not possibly have foreseen the infliction upon this colony of such humiliation as is contemplated.

They trust that it may not be regarded as hypercritical to observe that the Act of 1819, under which the Order-in-Council purports to be issued, was passed anterior to the granting of Responsible Government to this colony; that the matters forming the subject of the Order are either privileges to which the American fishermen are entitled under the Treaty of 1818 or they are new privileges outside the Treaty now granted for the first time. In the former case no such Order in Council, it is submitted, is necessary; the American fishermen cannot violate the laws of this Colony so long as they confine themselves to their Treaty

rights, as all laws and regulations which affect them contain a saving clause regarding treaty rights. In the latter case an Order in Council which attempts to give American fishermen rights outside the Treaty which the Act of 1819 does not authorise the King in Council to concede, and besides being *ultra vires* is, in the opinion of your Ministers, a violation of the constitutional rights of the colony and of the pledge contained in the Labouchere Despatch of 1857. If, on the other hand, it is contended that the Order in Council is a legal exercise of the powers conveyed by the Act of 1819, which are limited to the enforcement of the rights under the Treaty of 1818, then it must be conceded to Americans that the subject matter of the Order comes within the Treaty of 1818, and thus practically destroys the case of the Colony to be submitted to the arbitrament of the Hague Tribunal.

COPY OF MINUTE OF COUNCIL.

SEPTEMBER 20TH, 1907.

The Committee of Council having taken into consideration the telegrams received by His Excellency the Governor from the Right Honorable the Secretary of State for the Colonies, under date 14th and 16th instant, regret to observe that the *resume* of their Minute of date 11th instant, is regarded by His Majesty's Government as affording "no grounds for justifying the revocation of the Order in Council" transmitted under date 9th instant, and which is intended to prevent the service of legal process upon offenders against the laws of this Colony while on board American vessels in the territorial waters of the Treaty Coast of this Colony. They hope, however, that in the full text of their Minute, which should be in the hands of His Majesty's Government in a day or two, such justification will be found, although they consider it would be difficult to set up stronger grounds than those so strongly stated in the letters addressed to the Right Honorable the Secretary of State for the Colonies by the Prime Minister of this Colony on the 15th and 17th of June last, when it was first proposed to embody in a despatch, from the Foreign Office to the American Ambassador in London, an undertaking that "process to compel British subjects "to appear before the Courts of the Colony for contravening any provisions of "the law prohibiting them from fishing on or for an American vessel shall not be "served on board an American vessel while she is in Newfoundland waters." The Prime Minister then furnished the following reasons why the Government felt they could not give their assent to such an undertaking, viz.:—

1. It is intended to override the Colony's constitutional rights.
2. It purports to set aside their rights under International Laws.
3. It would create a "harbor of refuge" for criminals within the Colony's jurisdiction, viz.:—An American vessel on board of which they would be safe from legal process or arrest.

4. It would take from the civil authorities that complete control over the inhabitants of the Colony that is absolutely essential to proper Government and the upholding of respect for law and order.

5. It would seriously interfere with the carrying out of the fishery laws, which the Government regard as a matter of vital importance to the people of the Colony generally.

6. It would leave the Government of the Colony powerless to restrain during the whole of the fishery season any violation of the fishery laws by those fishermen of the Colony who may enter into the service of Americans.

7. It would encourage lawlessness by holding out to violators of the law a guarantee from arrest.

8. It would facilitate the Fishery Ring of Gloucester, Massachusetts, in defrauding the revenue of the United States of America and in demoralizing His Majesty's subjects on that part of the coast of the Colony of Newfoundland to which Americans have access.

These reasons were emphasized by the Prime Minister when he observed:—

“ That it is a well-established principle of International Law that, subject
 “ to the public right of innocent passage for commercial purposes, the sovereign
 “ jurisdiction of a State over its territorial waters is absolute and exclusive (see
 “ Wheaton, 4th Edn., Eng., page 276). The principle is, at all events, admitted
 “ with practical unanimity in matters relating to fisheries and revenue (see
 “ judgment of Lindley J. in the *Queen vs. Keyn*, L. R. 2 Ex. Div. pp. 93 and
 “ 94). A question may sometimes arise such as that raised in the case referred
 “ to, whether the State has exercised its sovereign jurisdiction by giving to its
 “ Courts the power to try and punish offences committed within its territorial
 “ waters. No such question, however, can arise in the present instance, as the
 “ Bait Act and fishery laws of the colony expressly confer jurisdiction on the
 “ Colonial Courts in respect of offences under these Acts.

“ The power of the State to legislate over its territorial waters must carry
 “ with it the power to make its laws effective, including the power to arrest
 “ persons infringing those laws when found within the territorial waters.

“ If British subjects proceed on board American vessels and fish for them
 “ in contravention of the fishery laws of the Colony, it appears clear that the
 “ officers of the Newfoundland Courts have power to go on board those vessels
 “ for the purpose of serving process upon or apprehending the offender, and
 “ that an undertaking on the part of His Majesty's Ministers to prevent the ser-
 “ vice of such process would be in violation not only of a well-established prin-
 “ ciple of International Law, but of the constitutional rights of the Colony.”

That these reasons were regarded by His Majesty's Government as sufficiently cogent to warrant the withdrawal of the undertaking alluded to is clear from the letters addressed to the Prime Minister by Lord Elgin, under date 18th

June, for he therein stated that after deliberation Sir Edward Grey and himself had "resolved to omit from the letter to the United States Ambassador the passage referring to the service of process to which he (the Prime Minister) so strongly objected."

His Majesty's Government having thus regarded such grounds as sufficient justification for receding from the undertaking then proposed to be given by them to the United States Government, Ministers find it difficult to recognize any sufficient reason for the unusual course that has been adopted by His Majesty's Government in the passing of the Order in Council under reference.

If it be contended that His Majesty's Government were pledged to a renewal of the *Modus Vivendi*, and that in view of the decision of the Supreme Court of this Colony in the case of the King vs. Crane & Dubois, the *Modus Vivendi* in so far as it purported to legalize the shipping of Newfoundlanders by Americans as part crews was null and void, the answer is clear that the *Modus Vivendi* was rendered unnecessary by the undertaking of this Government to revert to the *status quo* prior to 1905, which placed American fishermen in possession of all the privileges that were hitherto enjoyed by them on the Treaty Coast. It is difficult to conceive what more than this His Majesty's Government could reasonably require.

Ministers would further observe that if the reasons advanced by the Prime Minister in June last furnished sufficient justification for His Majesty's Government eliminating from the proposed despatch from Sir Edward Grey to the American Ambassador the undertaking to prevent service of process, then they apply with even greater force at this time, for, as they pointed out in their Minute of the 11th instant, it having now been agreed to refer all questions in dispute to the Hague Tribunal, the case of the Colony before that Tribunal is not alone likely to be seriously prejudiced, but practically destroyed by the promulgation of the Order in Council. His Majesty's Government cannot fail to appreciate that if the suspension of the laws of this Colony by an Order purporting to be issued under the Act of 1819 is acquiesced in it will be construed as yielding to America the interpretation that our laws are not binding on them when prosecuting the fishery within the jurisdiction of this Colony.

Ministers feel that His Majesty's Government have done them a very great injustice in attempting to thrust upon them the responsibility for the said Order in Council, and they must decline to accept any responsibility whatever in the premises. Their course of action in respect to the *Modus Vivendi* has been prompted solely by an earnest desire to conserve the interests of His Majesty's subjects in this Colony, while at the same time they have declared their willingness to assist His Majesty's Government in arriving at a solution of the difficulties that have arisen out of the Treaty of 1818. Although Ministers are unable to perceive any ambiguity in that Treaty or any matters arising out of it that should call for arbitration, they proposed a reference of all matters in dispute to the Hague Tribunal in order to relieve His Majesty's Government from an embarrassing position, and appreciating that until the decision of that Tribunal could be obtained, some temporary working arrangement was necessary in order to secure harmonious conduct of the fishery on the Treaty Coast, they undertook to issue lawful authority whereby United States fishermen might enjoy all the privileges that had been conceded to them before the dispute arose.

For the reasons that have been so often repeated, Ministers cannot become parties to the *Modus Vivendi*, and for the reasons herein set forth they record their earnest and respectful protest against the promulgation of the Order in Council which, they are advised by the Law Officer of the Crown in this Colony, cannot be operative against the laws of the Colony. Whatever rights United States fishermen are entitled to exercise in the territorial waters of this Colony are derived solely and exclusively from the Convention of 1818. They are entitled to no privileges other than those expressly granted them by the words of that Convention. If, therefore, the Order in Council purports to secure to American fishermen any rights, privileges or immunities not granted in that Convention, it is not authorized by the Act of 59, George III., Cap. 38, which limits the powers of His Majesty in Council to make orders solely "for the carrying into effect of the provisions of the said Convention."

It is noted that the condition precedent to the revocation by His Majesty's Government of the Order in Council is "the acceptance by the Government of this Colony without reservation of the *Modus Vivendi* and an undertaking to carry it out in its entirety," and that in the event of the Government of this Colony not accepting the said *Modus Vivendi* in its entirety and carrying out the same, His Majesty's Government will have no alternative but to at once publish the Order in Council. His Majesty's Government appear to have overlooked the fact, previously stated, that Ministers have undertaken to place American fishermen on the Treaty Coast in precisely the same position as they occupied in 1905, thereby rendering the *Modus Vivendi* and the Order in Council entirely unnecessary.

They have only to observe in conclusion that whether the Order in Council is published or revoked, it is the intention of this Government to issue lawful authority to the local fishermen on the Treaty Coast to sell the product of the fisheries to Americans and others as heretofore, thus removing any possible ground for complaint so far as Americans are concerned, and at the same time upholding the sovereignty of the law in this colony.

COLONIAL SECRETARY'S OFFICE,
St. John's, Newfoundland,
October 25th, 1907.

SIR,—

Referring to your communication of date 1st instant, covering Despatch No. 70 of the 19th of September, received by Your Excellency from the Right Honorable the Secretary of State for the Colonies, with regard to the reasons which led to the conclusion of the *Modus Vivendi* of this year with the United States Government, I have the honor to intimate that after some consideration I deemed it necessary to direct Your Excellency's attention to the fact that the despatch in giving a summary of the details of the controversy arising out of conflicting interpretations placed upon the Convention of 1818 by His Majesty's

Government and the Government of the United States of America, limits the difference to the question whether the Convention "confers upon American fishermen the right to fish in the specified waters of Newfoundland free from the exercise of any control by the Colonial Government, or at most, subject only to such regulations or restrictions as were in force in 1818." It omits all mention of the further contention put forward by this Colony, that the liberty to take fish on the coast of Newfoundland conferred on the inhabitants of the United States by the Convention is restricted to the maritime belt surrounding the coast over which, by International law, the jurisdiction of the adjoining nation is extended and which alone is properly called "the territorial waters," as distinct from the waters *intra fauces terrae*, which are in fact and in law the national territory of such country.

In reply to the summary of the correspondence which is set forth in the despatch, I beg to be permitted to point out that the Government of this Colony recognized at the outset that the parties to the Convention having concurred in an arrangement whereby all questions to the controversy are to be submitted to the arbitrament of the Hague Tribunal, the fisheries on that portion of the coast to which the Convention relates should be conducted under some working arrangement acceptable to both parties. Your Ministers, however, considered that they were in a better position than His Majesty's Government to judge of the nature and details of the arrangement to be submitted to the Government of the United States, if the interests of the fishermen of the Colony were to be adequately safeguarded during the interval that must elapse until the decision of the Hague Tribunal is made known. Your Ministers regarded as a matter of regret that His Majesty's Government deemed it expedient to make the draft *Modus Vivendi*, which was based on the objectionable arrangement of last year, the basis of all future negotiations, and only submitted to the Government of this Colony for approval such modifications as were suggested by the United States Government. They venture to think that it would have been more in keeping with the modern doctrine of what should be the relationship between His Majesty's Government and the self-governing colonies of the Empire to have invited the Government of this Colony to propose not only the details of the arrangement under which the fishery might be carried on by the subjects of both nations, but also the general lines upon which it should be based, or to have empowered the Government of this Colony as representing His Majesty's Government to arrange the terms of a *Modus Vivendi* with the United States of America. As a matter of fact, the only question in relation to the nature and details of the *Modus Vivendi* upon which His Majesty's Government invited this Government to express an opinion was as to the relative importance of the prohibition of the use of purse seines and the prohibition of the engagement of Newfoundland fishermen, but as it appeared that both the use of purse seines and the employment of Newfoundland fishermen was equally objectionable and prejudicial to the interests of the fishermen, your Ministers did not consider themselves called upon to decide between them. The Government of the Colony, on the contrary, were always strongly of opinion that there was no necessity for any action on the part of His Majesty's Government, inasmuch as they were prepared by *ex parte* regulations in relation to the prosecution of the fishery on the Treaty Coast to have placed the American fishermen, pending the decision of the Hague Tribunal, on the same footing in respect of the fisheries as they occupied prior to 1905. With the exception of asking the opinion of your Ministers as to the relative importance of the use of purse seines and the employ-

ment of Newfoundland fishermen, His Majesty's Government did not consult the Government of this Colony as to the terms of the *Modus Vivendi*. Your Ministers, therefore, are unable to perceive upon what grounds His Majesty's Government based their complaint, that they have not received all the assistance that they were entitled to expect at the hands of the Government of this Colony. The *Modus Vivendi* was made without asking their assistance, and when suggestions were volunteered they were not accepted. Under these circumstances it can hardly be regarded as a matter for surprise that the Government of this Colony when asked to make provision for carrying into operation the arrangement which they regarded as a violation of their constitutional and territorial rights, as well as prejudicial to the interests of a large section of the people of the Colony, should have protested against the action of His Majesty's Government, or that they should, instead of acting upon so objectionable an arrangement, have taken a course which they knew would not lead to any international complications or in any way prejudice Imperial interests, but would safeguard the interests of the people of the Colony.

I have the honor to be, Sir,

Your obedient servant,

(Sgd.) R. BOND,

Colonial Secretary.

His Excellency Sir William MacGregor, K.C.M.G., C.B.,
Governor.

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